



T H E T O W N O F
D A N V I L L E

— 2010 —

GENERAL PLAN



Adopted by The Town Council – August 3, 1999



The Land Use Map indicates four basic land use types: residential, commercial, public, and open space. Descriptions of the specific Land Use Designations in each of these land use types are provided in the General Plan text. These descriptions indicate the range of permitted densities, the consistent zoning districts, and a narrative addressing general characteristics, special restrictions designed to avoid inappropriate or conflicting uses, and the extent of needed public facilities and services.

The full text of the General Plan is available from:

The Town of Danville
510 La Gonda Way
Danville, California 94526

Legend

- Residential**

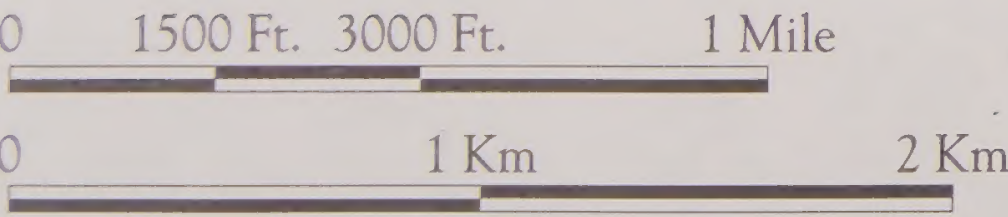
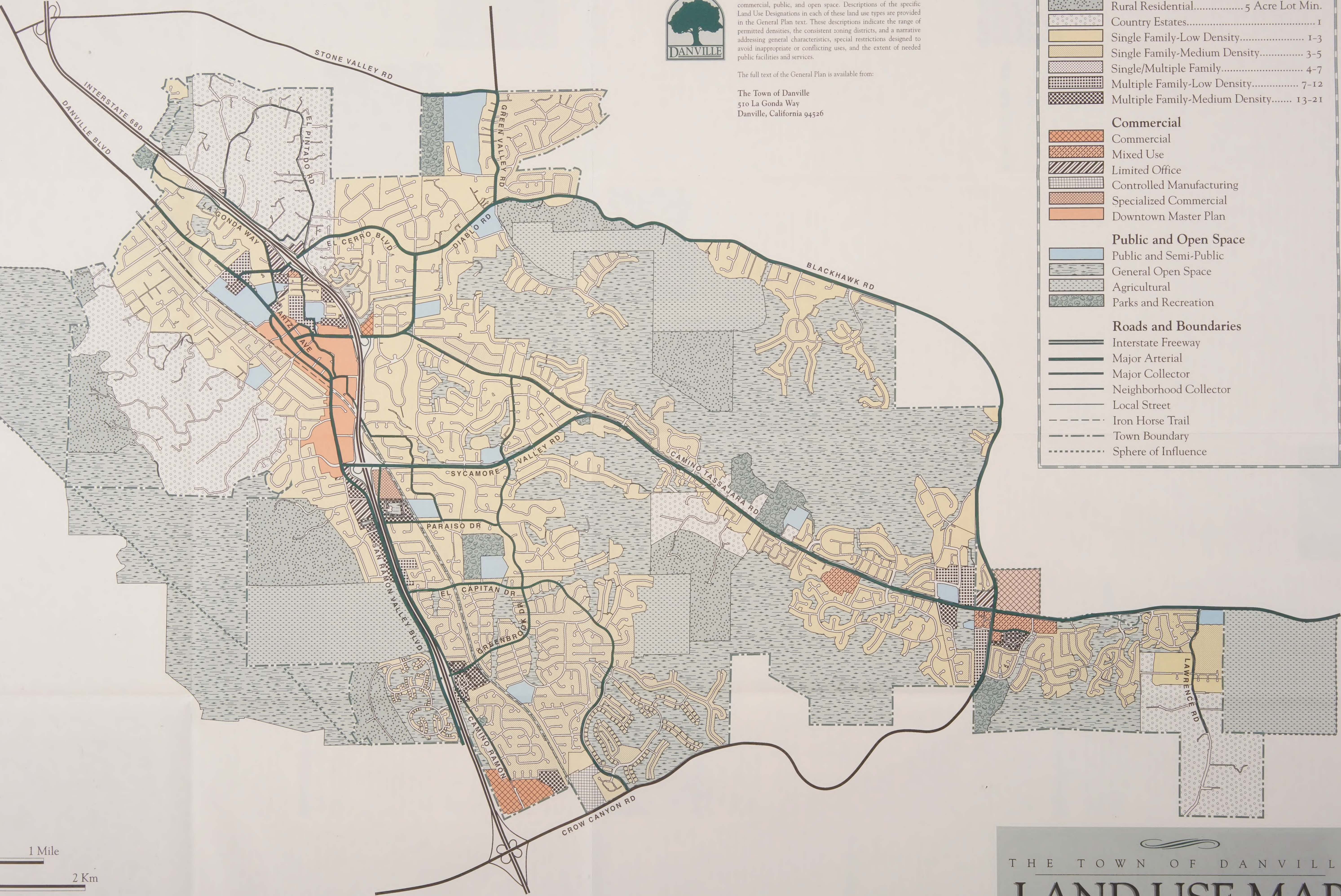
Units/Net Acre

 - Rural Residential..... 5 Acre Lot Min.
 - Country Estates..... 1
 - Single Family-Low Density..... 1-3
 - Single Family-Medium Density..... 3-5
 - Single/Multiple Family..... 4-7
 - Multiple Family-Low Density..... 7-12
 - Multiple Family-Medium Density..... 13-21
- Commercial**

 - Commercial
 - Mixed Use
 - Limited Office
 - Controlled Manufacturing
 - Specialized Commercial
 - Downtown Master Plan
- Public and Open Space**

 - Public and Semi-Public
 - General Open Space
 - Agricultural
 - Parks and Recreation
- Roads and Boundaries**

 - Interstate Freeway
 - Major Arterial
 - Major Collector
 - Neighborhood Collector
 - Local Street
 - Iron Horse Trail
 - Town Boundary
 - Sphere of Influence





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— 2010 —

GENERAL PLAN



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Adopted August 3, 1999

The Town of Danville
510 La Gonda Way
Danville, California 94526

Acknowledgments

The following individuals contributed to the preparation of the Danville 2010 General Plan:

TOWN COUNCIL

Newell Arnerich, Mayor	Mike Doyle
Millie Greenberg, Vice Mayor	Mike Shimansky
	Dick Waldo

PLANNING COMMISSION

Robert Combs, Chair	Al Hunt
Roland Rapp, Vice Chair	David Jameson
Mark Graham	Thomas Moran
	Lynn Osborn

PARKS & LEISURE SERVICES COMMISSION

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Nancy Adolphson	Lynn Osborn
	DeWayn A. Ryan

ARTS COMMISSION

Alan Jones, Chair	Kit Brumbaugh
Deborah Connelly, Vice Chair	Dolores Charbonnet
Connie Anderson	Rossana Flashner
	Irene Kikes

TOWN STAFF

Joe Calabrigo, Town Manager
Rob Ewing, City Attorney
Steve Lake, Development Services Director
Marcia Somers, Community Services Director
Brian Welch, Transportation Services Director

Lead Staff Kevin Gailey, Chief of Planning
David Crompton, Senior Planner
Tai Williams, Associate Planner

Supporting Staff Nazanin Shakerin, Traffic Engineer
Chris McCann, Senior Planner
Bonnie Guttman, Associate Planner
Jill Bergman, Associate Planner

CONSULTANT TEAM

Lead Consultants Barry Miller
Robert Odland

Supporting Consultants CCS Planning and Engineering, Inc., *Transportation*
Don Ballanti, *Air Quality*
Illingworth and Rodkin Acoustical Engineers, *Noise*
Michael Fornalski, *Graphics and Publication Design*

Photography Credits Bill Hockins – *Chapter 1 Introduction Page, Pages 2 and 7,*
Chapter 2 Introduction Page, Pages 11, 14,
Chapter 3 Introduction Page, Pages 18, 19, Page 156
Town staff

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- C Old Blackhawk Road Specific Plan Excerpts
- D Lawrence-Leema Specific Plan Excerpts
- E General Plan Initial Study and Mitigated
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- F General Plan Traffic Analysis

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PROLOGUE

The General Plan expresses the visions and goals of Danville citizens for the future of our community. The Plan contains goals, policies, and programs to guide the Town's decision makers toward this vision. Our goals have been shaped by four basic principles:

1. The small town way of life enjoyed by Danville residents should be reinforced, preserving present aesthetics and other community qualities.
2. The quality of life within existing developed areas of the community should be protected.

3. Orderly and appropriate growth must be coupled with the ability to maintain high-quality public facilities and services.
4. Harmony should be achieved between Danville's development and its physical setting by protecting natural resources, avoiding development of hazardous areas, and preserving critical open space areas.

These principles are the foundation of this Plan, and are the basis for a strategy to preserve the quality and character of our Town as the Tri-Valley region and Bay Area continue to grow.



C H A P T E R

1

INTRODUCTION



INTRODUCTION

A. WHAT IS A GENERAL PLAN?

A general plan contains goals and policies that regulate development, resource management, and public safety. General plans also typically contain background information and implementation programs which address physical, social, and economic aspects of a community. A key component of a general plan is a land use map indicating the geographic extent of land use designations and the specific land use restrictions that apply to each designation.

All California cities and counties are required by the state of California to have a general plan (California Government Code Section 65300 et seq.). State law requires the general plan to address seven specific topics (elements): land use, housing, circulation, safety, open space, conservation, and noise (Sections 65302 and 65303). General plans may include a variety of other elements, if so desired.

B. CONTENTS OF THE DANVILLE GENERAL PLAN

The Danville 2010 General Plan updates the 2005 General Plan, which was adopted in 1987. Following the Town's incorporation in 1982, the Town Council adopted the relevant portions of the 1977 San Ramon Valley Area Plan, prepared by Contra Costa County. The 2005 Plan was the first comprehensive General Plan prepared by the Town.

The 2010 Plan integrates technical studies, General Plan Amendments, Special Study Area Plans, implementing ordinances, and design guidelines prepared by the Town since the 2005 Plan was adopted. It maintains many of the goals and policies that were first established by the 2005 Plan. New goals and policies have been added in response to the issues of the past 12 years and the emerging challenges the Town will face in the decade ahead. The 2010 Plan also includes limited revisions to the Town's Land Use Map. The new goals, policies, and Land Use Map designations will not result in significant changes to the amount, type, or rate of development in Danville.



While the general plan elements mandated by the state are incorporated into the 2010 Plan, the Plan is not organized into traditional “elements” as defined by state law. Rather, it is organized into three major policy areas: Planning and Development, Public Facilities, and Resources and Hazards. The Planning and Development Chapter includes the Measure C (1988) Growth Management Element, adopted by the Town in 1991.

The core of the General Plan consists of goals and policies associated with these three major policy areas. The goals and policies related to each policy area are preceded by related background information and forecasts, and are followed by implementation strategies. A Housing Element, consistent with Government Code Section 65580,

et seq. was adopted by the Town in July, 1993 and provides policy and program direction through 2000. The Danville Housing Element is incorporated into the 2010 Plan by reference and will be updated in 1999 and 2000.

Figure 1 indicates where the mandated general plan elements are addressed in the 2010 Plan.

C. DEVELOPMENT OF THE GENERAL PLAN

Danville’s 2010 General Plan was developed through a cooperative effort among citizens, the Town Council, the Planning Commission, the Parks and Leisure Services Commission, the Heritage Resource Commission, the Arts Commission, Town staff and consultants, and representatives of

Figure 1.
State Mandated and Permitted General Plan Elements in the Danville General Plan

GENERAL PLAN ELEMENT	GENERAL PLAN CHAPTER AND PAGE NUMBERS		
Mandated Elements	<i>Planning and Development</i>	<i>Public Facilities</i>	<i>Resources and Hazards</i>
Land Use	17 to 65 81 to 88		
Housing	<i>The Danville Housing Element is incorporated by reference and is available as a separate document in Volume 2 of the General Plan.</i>		
Circulation		113 to 129 133 to 138 141 to 143	
Safety			152 to 171 172 to 176
Open Space		95 to 108 133 to 139	
Conservation			145 to 151 172 to 174
Noise			157 to 162 167 to 169 175
Growth Management (*)	67 to 75 88 to 89		
Permitted Elements			
Public Facilities		91 to 94 110 to 112 130 to 138 139 to 141 143 to 144	
Historic Preservation	76 to 80 88 and 89		
Recreation		95 to 108 133 to 139	
Community Design	34 38 and 39		

(*) Mandated by Contra Costa County Measure C (1988) – the Contra Costa Transportation Improvement and Growth Management Program

other government agencies. Early in the process, all stakeholders chose to retain the basic direction and vision provided by the prior General Plan. This vision was initially conceived in the mid-1980s by a 17-citizen General Plan Task Force.

The Town Council and Planning Commission conducted study sessions during 1998 and 1999 to evaluate possible changes to the Land Use Map and provide policy and program direction for the updated Plan. Discussion of each policy and implementation measure in the 2005 Plan occurred through this process. During summer, 1998, the Town sponsored six public forums to solicit community input on Danville's future as well as specific ideas for approximately 45 "Opportunity Sites" and 13 "Special Concern Areas." A limited number of Land Use Map changes and a variety of new policies and implementation programs were developed in response to public comments and Council/Commission discussions.

A Draft General Plan and the associated Mitigated Negative Declaration (MND) of environmental significance required by the California Environmental Quality Act (CEQA) were circulated for public review during June, 1999. Public hearings and workshops on the Draft General Plan and MND were conducted from June through August, 1999. A total of 38 public meetings preceded adoption of the Danville General Plan on August 3, 1999.

D. USING THE DANVILLE GENERAL PLAN

The Danville 2010 General Plan reflects the planning aspirations and values of Danville's residents and their elected and appointed representatives. The Plan will be used by the Town Council, the Planning Commission, and other Town Commissions in considering land use and planning-related decisions. Town staff will use the Plan on a day-to-day basis in administering and regulating land use and development activity. Citizens can use the Plan to understand Danville's approach to

regulating development and protecting resources and community values.

POLICY FRAMEWORK

Policies are expressed in a variety of ways within the Plan. An understanding of the different forms policies take will assist in the understanding and use of the Plan.

Goals are general statements of values or aspirations held by the community. Because goal statements are general in nature they tend to have broad community support, and are not typically controversial. **Policies** are more precise expressions regarding how a particular goal will be interpreted or implemented. Policies may include guidelines, standards, objectives, maps, diagrams, or a combination of these components.

- **Guidelines** are policy statements that provide a set of detailed instructions regarding how some aspect of land use regulation will be conducted.
- **Standards** are policy statements that include a specific, quantified measure of performance.
- **Objectives** are policy statements where very specific results, dates, or products are included.
- **Maps and diagrams** are graphic expressions of policy, typically showing geographic base data and thematic information. The General Plan contains three maps that are policy expressions:
 - Land Use Map
 - Circulation Map
 - Open Space, Parks and Recreation Map

The Land Use Map is the major graphic expression of goals and policies contained in the Danville General Plan. It shows the geographic extent of the land use designations. The land use designations are a set of official definitions for the land use types and intensities found in Danville. Each land use designation addresses the specific uses permitted, the intensity of the use, and other policy considerations.

The boundaries of land use designations shown on the Land Use Map are based on a variety of factors, including existing land use patterns, and

natural and man-made features. While the boundaries typically appear to coincide with property lines, the land use designations are not meant to be precise, legal boundaries. By definition, Land Use Map boundaries are subject to interpretation based on area-specific conditions and uses.

The Danville Zoning Ordinance, which is a major implementation measure of the Land Use Map, provides precise legal boundaries of zoning districts consistent with the underlying land use designations. At times, when referring to or interpreting the Land Use Map, it may be necessary to review the more detailed maps upon which a given boundary is based.

MONITORING AND IMPLEMENTATION

The goals and policies contained in the General Plan are directly associated with specific implementation measures. These implementation measures include existing Town ordinances and procedures, as well as recommended amendments to existing ordinances and procedures, and recommendations for entirely new measures. An overall implementation strategy for the goals and policies in each policy area is provided in each policy chapter, citing both existing and recommended measures.

Implementation measures related to specific policies include a variety of monitoring efforts. This monitoring activity will help the Town measure the success of the General Plan and its implementation. An Annual General Plan Progress Report (as required by Government Code Section 65400 (b)) will be prepared by the Town indicating its progress towards achieving its General Plan goals and policies.

REVISION OF THE GENERAL PLAN

A general plan should not attempt to create a static end state for a community; rather, it should focus upon a specific time horizon, and, during the period prior to this time horizon, be capable of re-

sponding to the changing needs of the community.

The Danville 2010 General Plan establishes goals, policies, and an implementation program which must be followed over time. The Plan has an 11 year time horizon, selected because of its correspondence with available forecasts and projections used in formulating the Plan. To make the Plan responsive to changes that occur over the next 11 years, amendments in accordance with state law may be made.

General Plan amendments can be initiated by the Town or by private individuals. State law (Government Code Section 65358 (a)) limits the number of times amendments can be made to four times a year. Amendments may be major revisions, additions, or small adjustments to the Land Use Map, other policy maps, or the text of the Plan. Amendments may be grouped together for simultaneous action. Changing the designation on multiple sites at the same time constitutes just one of the four General Plan amendments allowed in one year.

Periodic review of the entire General Plan is not required by state law; however, review of the Housing Element is required every five years unless extensions are granted by the state. In Danville, a review of the entire General Plan will occur every five years. The General Plan review may or may not involve major revisions to the Plan. The review will allow the Town to amend the Plan to meet unforeseen changes in internal or external conditions, to utilize better information as it becomes available, and to respond to changes in community values.

When considering amendments and revisions, the Town recognizes that the General Plan is a policy document for the entire community and that it may only be amended "in the public interest" (Government Code Section 65358). Additionally, amendments must be found consistent with the goals and policies of the General Plan, and will be subject to environmental review as required by the California Environmental Quality Act.

E. LINKS TO OTHER LOCAL PLANNING EFFORTS

The Danville 2010 General Plan was created, in part, to reflect the large amount of planning activity conducted by Danville, including special planning studies, specific plans, general plan amendments, adoption of ordinances, and preparation of design guidelines since adoption of the Danville 2005 General Plan.

There are 14 areas that are identified as Special Concern Areas. These areas are unique for a variety of reasons and are the focus of special planning considerations in the 2010 Plan. Special Concern Areas are discussed on the following pages:

Special Concern Area	Page
El Pintado	53
Diablo/Green Valley/Stone Valley Corridor	54
Weber Property	57
Magee Ranch	58
Tassajara Valley	58
Middle and Southern Lawrence Road	59
Wood Ranch Headquarters	60
Tassajara Lane/Sherburne Hills Road	60
Elworthy East/Bolero	61
Borel Property	62
Navlet's Site	62
Elworthy West	63
Downtown Danville	64
Thiessen Property	65

Because of the special nature of these areas, more detailed planning analysis has been undertaken or will be necessary before future development may be considered. This may result in more specific land use designations or policies that are specifically directed at these areas. The planning studies that have been prepared for these areas are incorporated by reference and are intended to augment and clarify the General Plan.

F. CONSISTENCY WITH IMPLEMENTING ORDINANCES AND PROCEDURES

State law provides cities with a variety of techniques for implementing general plans. The implementation strategies and programs included in this document encompass many of these techniques. State law requires that implementation techniques be consistent with the general plan. The relationship between these techniques and the general plan are discussed below.

ZONING ORDINANCE

The zoning ordinance and zoning map are parcel-specific statements of how land may be used, and the specific conditions of use that the Town will impose, consistent with the overall policy framework of the general plan and the land use map. As such, zoning should not be confused with the general plan or the land use map. The latter are not precise or parcel-specific and therefore may not show detailed land use distinctions, nor in all cases, reflect existing use of the land.

Government Code Section 65860 requires that the zoning ordinance be consistent with the general plan. Consistency means that the various land uses authorized by the zoning ordinance, and the distribution of these uses, must serve to implement the goals and policies of the general plan. Specific zoning districts must correspond with land use map designations and the geographic extent of these designations on the land use map, even if they vary from actual existing conditions.

SUBDIVISION ORDINANCE

Government Code Section 66410 et seq. requires that local jurisdictions regulate and control subdivision activity through adoption and use of a subdivision ordinance. Section 66473.5 requires that local governments approve a proposed subdivision map only after determining that the subdivision, including its design and proposed land uses, are consistent with the goals and policies of the



general plan. The subdivision consistency requirement applies to all subdivisions for which parcel maps are filed, including tentative and final maps.

Section 66474 specifically requires that a jurisdiction shall deny approval of tentative and final maps if it finds that the proposed map, its design, or the proposed improvements are inconsistent with the general plan.

CAPITAL IMPROVEMENT PROGRAMS

The California Government Code requires that local governments obtain lists of all public works projects recommended for study, design, or con-

struction during each ensuing year from municipal officials and departments, and from special districts operating within their corporate limits. The list of public works projects must be organized into a coordinated capital improvement program. The program and its component projects must be reviewed by the jurisdiction, with any inconsistent projects deleted or modified to conform to the general plan.

ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) (California Administrative Code Section 14100 et seq.) contains several references to the relationship of environmental review and general

plans. Section 15080 of CEQA requires that the environmental review process be combined with the existing planning, review, and project approval process used by the jurisdiction. Section 15125(b) requires environmental review to discuss any inconsistencies between a proposed project and the general plan. Projects may be found to have a significant adverse effect on the environment if they conflict with adopted environmental plans and goals of the community.

REDEVELOPMENT PROJECT AREA

The Town of Danville has established a Redevelopment Project Area for the Downtown Area. The Downtown Redevelopment Plan discusses streets, buildings, and open space, contains a description of the major public facilities planned and how these facilities will be financed, and provides for participation of property owners in the Project Area.

Health and Safety Code Sections 33302 and 33331 require local planning commissions to review redevelopment plans before they are adopted by the legislative body. Prior to adopting its Redevelopment Plan, the Town of Danville was required to have an adopted general plan and find that its Redevelopment Plan conformed to this plan. The initial Redevelopment Plan was found to be consistent with the then-current General Plan. The changes included in the Danville 2010 General Plan will not affect that finding.

OTHER CONSISTENCY REQUIREMENTS

State housing law (Health and Safety Code Sections 17910 et seq.) requires that local jurisdictions adopt regulations imposing substantially the same standards as those contained in the various uniform industry codes (e.g., for building, plumbing, etc.). State law also imposes special standards which may be more stringent than the uniform industry codes to protect against certain types of hazards (e.g., fire, noise, earthquakes, unstable soils,

etc.) and to conserve energy and achieve other resource management goals. Danville may adopt regulations and standards that vary from those mandated by state law, if justified by local conditions. If Town-specific regulations and standards are appropriate, the general plan can serve as the vehicle for documenting local conditions that specify regulatory responses beyond those mandated by state law.

G. ENVIRONMENTAL IMPACT ANALYSIS

Adoption of a general plan, a general plan element, or a general plan amendment constitutes a “project” under the California Environmental Quality Act (CEQA). If any aspect of the general plan element or amendment, either individually or cumulatively, leads to a significant effect on the environment, the community must prepare an Environmental Impact Report (EIR) (Title 14, California Administrative Code, Section 15080). If impacts are potentially significant but can be mitigated to less than significant levels by modifying the project, then a Mitigated Negative Declaration of Environmental Significance may be prepared (CAC, Section 15070). The public has the opportunity to review and comment on the environmental document.

The updating of the Danville General Plan incorporated a Mitigated Negative Declaration (MND). Descriptions of the environmental setting, potential impacts, and mitigation measures are included in that document. Following circulation of the Draft 2010 Danville General Plan and Draft MND, responses were prepared for comments received and the Plan was edited accordingly. The environmental document was considered and approved prior to adoption of the 2010 Plan.

CHAPTER

2

PLANNING CONTEXT



PLANNING CONTEXT

Danville is centrally located in the San Ramon Valley, an area long considered one of the most desirable living areas in Contra Costa County due to its scenic beauty, pleasant semi-rural ambiance, predominance of large-lot single family housing, and proximity to major employment centers in the Bay Area.

During the 1980s and 1990s, the San Ramon Valley became the focus of major development activity. Once a predominantly residential and rural area, the Valley has experienced major residential, commercial, and office growth which have altered its rural character. Within this context of change, Danville seeks to preserve the amenities that make it such a desirable place to live.

The key trends and planning issues in the San Ramon Valley that affect Danville are discussed below.

A. HISTORY OF DANVILLE

Danville began as a small rural village formed during the 1850s to serve the commercial and cultural needs of the surrounding agricultural areas. Production of cattle and grain, followed by fruit and nut growing, were dominant agricultural ac-

tivities in the surrounding area.

With the construction of the Bay Bridge in 1936 and the Caldecott Tunnel in 1937, central Contra Costa County became accessible to the large and growing employment centers in San Francisco and other parts of the Bay Area. A significant amount of residential development began to occur in the San Ramon Valley during the late 1940s. The first large residential subdivisions in Danville occurred during this period.

During the 1950s and 1960s, Danville evolved into a pleasant, desirable residential community. The Downtown area, focused along Hartz Avenue and San Ramon Valley Boulevard, became the major commercial center of the San Ramon Valley. The completion of the I-680 freeway in 1968 greatly improved access to the area and led to increased amounts of residential development activity throughout the Valley.

During the 1970s, major changes began to occur. Large new developments were proposed and construction began, including Blackhawk and the Bishop Ranch Business Park. The intensity of development and its associated pressures on existing residential and commercial areas led to increased

concern among Danville residents about unforeseen and unwanted change. These concerns led to a successful effort to incorporate Danville in 1982.

Similar concerns led to successful incorporation efforts by Dublin in 1982 and San Ramon in 1983. The growth pressures in the San Ramon Valley have been paralleled by similar concerns in the Livermore and Amador Valleys, including the communities of Dublin, Livermore and Pleasanton. Taken in aggregate, these three valleys are known as the Tri-Valley region.

Danville continued to grow during the 1980s and 1990s, particularly on the east side of the I-680 freeway. A significant portion of this development had been approved by Contra Costa County, with the developed area subsequently annexed by the Town of Danville. Infill development and new commercial projects have been built in Downtown Danville and in a limited number of other locations. Significant public improvements in the form of new parks and civic facilities have been added since incorporation to serve the growing population. The San Ramon Valley has matured into a major regional employment and business center. Growth is projected to continue during the coming years in the Dougherty Valley and in other parts of the Tri-Valley region.

B. ECONOMIC BASE

The economic base of the San Ramon Valley was dominated by agriculture prior to the residential growth that began in the late 1940s. The local economy shifted to retail and services as many new residents were employed in San Francisco and other parts of the Bay Area. By 1995, more than three-quarters of Danville's employed residents commuted to jobs in other communities.

In 1985, 21,200 jobs existed in the San Ramon Valley, 7,600 of which were in Danville. By 1995, there were 41,000 jobs in the San Ramon Valley, nearly double the number a decade earlier.¹ Most

of the increase occurred in San Ramon, with very little job growth in Danville. In 1995, 62 percent of Danville's employment base consisted of retail trade and service jobs. This was a higher percentage than in the San Ramon Valley as a whole, where 50 percent of the employment base was in retail sales and services.

During the 1980s, a shift began to occur in employment patterns in the San Ramon Valley and in the Tri-Valley region at large. Major office, commercial, and industrial firms, employing thousands of workers, began locating in new commercial areas and business parks. A combination of regional growth in high technology industries and the relocation of major firms from San Francisco and other parts of the East Bay significantly contributed to this growth. This trend continued into the 1990s.

Major centers of office development within Central and Southern Contra Costa County and Southeastern Alameda County include the downtown areas of Concord and Walnut Creek, Shadelands Business Park (Walnut Creek), Bishop Ranch Business Park (San Ramon), Hacienda Business Park (Pleasanton), Eastern Dublin, and Triad Business Park (Livermore). Employment growth in these areas has stimulated additional economic development in the San Ramon Valley, including basic employment and increased service and trade employment. Job growth in the Tri-Valley region has measurably contributed to overall growth in the metropolitan Bay Area and has influenced the rapid housing construction taking place in rural communities as far away as the Central Valley.

The total number of jobs in the San Ramon Valley is expected to increase to 58,600 by the year 2010, of which 9,050 will be in Danville. Job projections for Danville have actually been reduced from forecasts developed during the 1980s, recognizing the limited supply of land suitable for employment as well as the Town's policies toward commercial and industrial development.

¹ References to the "San Ramon Valley" include the communities of Alamo, Blackhawk, Diablo, Danville, and San Ramon.



Because population is projected to grow at a faster rate than employment, the percentage of persons commuting out of Danville to other communities is likely to increase even more in the future. However, a growing number of commuters may be traveling to jobs in nearby communities such as Pleasanton and San Ramon rather than to San Francisco or Oakland. A substantial number of Danville residents may also opt to work at home, a trend which has become more viable with the advent of the Internet and other advances in telecommunication.

C. LAND USE

The growing economy of the Bay Area, including Central Contra Costa County and the Tri-Valley, has led to a high demand for developable land. This has caused a major change in the landscape of the San Ramon Valley over the past 30 years.

The pastoral agricultural setting has been largely replaced by suburban and urban residential development, shopping centers, and business parks.

Much of the bottom land and lower slope of the San Ramon Valley was formerly in orchards, row crops, and pasture. From the early 1950s through the early 1970s, most of this land was converted to residential use and supporting commercial and public uses. During the 1980s and 1990s, development began to extend to the surrounding grazing land in the hilly areas, particularly on the east side of the Valley. The Blackhawk development, in unincorporated Contra Costa County, is an example of this trend. By the late 1990s, new development areas were being established on former ranchland in the Dougherty Valley and in previously rural areas near Dublin and Livermore. At the same time, growing concerns over urban sprawl and its consequences resulted in a new em-

phasis on infill development throughout the Tri-Valley region.

Commercial development in the San Ramon Valley was historically centered in Downtown Danville, Alamo, and along portions of San Ramon Valley Boulevard. The County-adopted 1977 San Ramon Valley Area General Plan designated large areas in the San Ramon Valley for commercial use, particularly in the vicinity of the I-680/Crow Canyon Road Interchange. Subsequent commercial development, principally the 585-acre Bishop Ranch Business Park, added over five million square feet of office and commercial development to the Valley between 1975 and 1985 alone. Most of this development occurred in what later became the City of San Ramon. Danville's Downtown area has remained the Town's commercial hub and has grown extensively since incorporation. A second major commercial area serving the east side has emerged at Crow Canyon Road and Camino Tassajara. A third commercial area was developed just north of the San Ramon border along Camino Ramon and Fostoria Way following the Town's approval of the Fostoria Way General Plan Amendment Study.

As the Town approaches buildout, an increasing share of new development is likely to be in the form of infill or re-use of property that has not been developed to its full potential. There is still capacity for this type of growth in Danville, particularly in and around the Downtown area. Elsewhere in the San Ramon Valley, projections suggest that job growth will continue to outpace housing growth, leading to an increased unmet demand for housing.

D. HOUSING

Housing in the San Ramon Valley historically consisted mainly of single family homes located in subdivisions or rural residential areas. The amenities of the area, including attractive building sites, scenic qualities, available public services and utilities, and access to employment centers supported such development.

Regional demand for housing, combined with the amenities of the San Ramon Valley, have led to high housing costs. Housing costs in the Valley are among the highest of any area in Contra Costa County and have been well above regional averages for 30 years or more. During the second quarter of 1999, the California Association of Realtors reported that the median sales price of a Danville home was \$510,000, compared to the Bay Area median of \$359,000. The desirability of living in the Valley has, in turn, stimulated the large amount of development activity that has occurred over the past 30 years.

Because of high land values and changing buyer preferences, recent trends have seen development of many residential projects at higher densities than those developed during the period of 1950–1980. This has not only meant an increase in the number of townhomes and multiple family units, but also a decrease in the average lot size for single family housing. Another outcome of higher land costs and market trends has been the emergence of new housing types such as “patio” (or “zero lot line”) homes and “duets.” Even with the recent trends considered, Danville's housing mix continues to be dominated by single family detached units. According to figures released from the State Department of Finance for January 1, 1999, Danville's housing mix was as follows:

- 11,273 single family detached residential units (78.4%)
- 2,296 single family attached residential units (16.0%)
- 807 multiple family or other residential units (5.6%)

E. TRANSPORTATION

The transportation system in Danville is dominated by the I-680 freeway corridor, which bisects the Town in a north-south direction. Traffic volumes in this corridor have increased rapidly as Contra Costa County and the Tri-Valley have developed. As the economic base and land use in-

tensity have changed from predominantly residential to a mixture of residential/office/commercial, the transportation characteristics have also changed and intensified. Residential growth further away from the center of the region and economic growth in the Silicon Valley have led to longer commutes, extended peak hour travel periods, and increased freeway congestion in suburban and rural areas.

According to the Contra Costa Transportation Authority, the number of vehicular trips on Interstate 680 is projected to grow by 50 percent between 1995 and 2010. The only improvements planned to accommodate traffic growth on Interstate 680 are auxiliary lanes, proposed to be added between Diablo Road and Bollinger Canyon Road (in San Ramon). Consequently, increased freeway congestion is likely. Congestion will lead to increased demand for public transportation, which in turn will require an improved transit system. During this planning period, there will also be increased emphasis on transportation systems management (TSM).

Even with major transportation improvements and improved transit, it is likely that traffic congestion on the I-680 freeway will become a constraint to continued development in the area. Regional traffic on I-680 already causes occasional congestion on surface streets in Danville, as traffic diverts from the freeway. Development beyond the eastern Town limits would rely on Danville roadways to get to and from the freeway, further increasing local traffic despite the relatively limited amount of development to occur within the Town. The traffic volumes and congestion have the potential to increase noise and air pollution. For all these reasons, automobile traffic poses the greatest threat to the quality of life in Danville.

F. PUBLIC FACILITIES AND SERVICES

Until 1982, the San Ramon Valley was an unincorporated area served by Contra Costa County

and a variety of special districts. The incorporation of Danville in 1982 and the incorporation of San Ramon in 1983 led to a transfer of municipal services to the new cities; however, major utilities are still provided by special districts.

Extension of public facilities and services has played an important role in the development of the San Ramon Valley. Aggressive service extension policies in unincorporated areas by various special districts, along with Contra Costa County land use policies permitting urban development in unincorporated areas, led to the rapid growth that has occurred over the past 30 years. Good schools have continued to attract young families to the area.

G. ENVIRONMENTAL QUALITY

The environmental quality of the San Ramon Valley has been a key factor in its growth and economic development. However, at some point, excessive and uncontrolled development can cause an irreversible downturn in the very qualities that led to the Valley's attractiveness. The major environmental issues in the Valley include:

AIR QUALITY

The San Ramon Valley is an area with generally lighter winds and a higher frequency of calm conditions than the rest of the Bay Area. Prevailing winds from the south and west may carry pollutants from elsewhere in the Bay Area into the Valley. Automobile and truck traffic are the major sources of local air pollution, but other sources such as wood stoves and fireplaces are also contributors.

Given the terrain and climate, the potential for air pollution in the San Ramon Valley is relatively high. On winter evenings, light winds and surface-based inversions can cause pollutant levels to increase. In the summer, ozone and ozone precursors are often transported into the area from both the Central Bay Area and the Central Valley. Additional information on air quality is contained in the Resources and Hazards Chapter of the General Plan.

NOISE

Because of the dominance of residential development in the San Ramon Valley, noise problems are primarily associated with automobile traffic. Increases in traffic along the I-680 freeway and major thoroughfares have caused steadily increasing levels of noise. These increases have become particularly bothersome to residential neighborhoods that border heavily traveled roads.

Due to cumulative increases in noise which have occurred in Danville and growing commu-

nity concern, the Town has adopted a Noise Ordinance. The Ordinance's primary objective is protection of residential neighborhoods from unacceptable noise levels.

OPEN SPACE AND SCENIC RESOURCES

A major amenity of the San Ramon Valley is its open space resources, including scenic hillsides, agricultural areas, and natural habitat areas. Some open space is protected in state and regional parks;



however, many hillsides and agricultural areas have been subject to continued development. Preservation of open space and scenic resources is important to maintain the quality of life for residents of the Valley.

In 1984, Danville, San Ramon, and Contra Costa County began working with the East Bay Regional Park District toward the development of a regional open space system in the San Ramon Valley. This effort began with the acquisition of about 1,000 acres of land encompassing the Short Ridge and Sherburne Hills area in Danville. It is envisioned that this system will eventually encompass a network of interconnected parks and conservation areas spanning several governmental

jurisdictions, potentially extending south and west to Alameda County.

Continued preservation of open space resources will be necessary to preserve the scenic ridgeline areas which serve as a backdrop to development in the San Ramon Valley and contribute to the character and charm of the area. In response to this issue, the Town adopted a Scenic Hillside and Major Ridgeline Development Ordinance in 1985. The Town also supports the conservation of agricultural land in the Tassajara Valley. The Tassajara Valley is important both as a natural resource and a visual resource for Danville and other communities in the region.

CHAPTER

3

PLANNING AND DEVELOPMENT



PLANNING AND DEVELOPMENT

COMMUNITY DEVELOPMENT
GROWTH MANAGEMENT
HISTORIC PRESERVATION

Community Development

A. SETTING

This section of the General Plan addresses issues typically included in the land use element of general plans, including the type, distribution, and rate of urban development.

The Town of Danville encompasses an estimated 11,600-acre area dominated by suburban and rural-density residential neighborhoods. Commercial development is located primarily in the Downtown area, with a limited number of additional locations east of the I-680 freeway. The Town's Planning Area, that is, the area covered by the General Plan Land Use Map, extends beyond the Town limits on the east and west sides to include parts of unincorporated Contra Costa County. These areas are addressed in the General Plan because their future has a bearing on land use, transportation, community services, and other planning issues within the Town. Although most of the unincorporated Planning Area is designated

for open space, several areas have already been developed with residential and commercial uses. Figure 2 presents an estimate of the acreage in major land use categories in 1999 for land within the Town's corporate boundaries (i.e., exclusive of the unincorporated portion of the Planning Area).

The State Department of Finance estimated Danville's January 1, 1999 population at 39,881. Population projections developed by the Association of Bay Area Governments (ABAG) indicate that the Town's population will be approximately 42,600 in the year 2010. This estimate is consistent with the Town's own projections based on its inventory of the remaining vacant sites within the Danville corporate limits. In fact, the current projection for Year 2010 is nearly the same as what was predicted by the Danville 2005 Plan.

The Town's growth between 1987 and 1999 has followed anticipated trends very closely.¹

When the Danville 2005 General Plan was prepared in 1987, Danville had reached two-thirds of its ultimate population. By 1999, the Town had

¹ In addition to the population within the Town limits, the Danville Planning Area includes about 2,500 residents in unincorporated Contra Costa County (in Somerset, Bettencourt Ranch, and Shadow Creek). The figures listed above are for land within the Town limits only.



reached over 93 percent of its ultimate population. As the Town approaches buildout, the focus of new development will shift toward infill sites rather than sites on the periphery of Town.

In 1999, the Contra Costa County Assessor's Office identified approximately 300 acres of land in Danville as "vacant" with the potential for future development. Most of the sites consist of small, scattered parcels or individual vacant lots and are designated for single family residential use. Elsewhere in Danville, a number of already developed sites have the potential to be further subdivided, or redeveloped with more intense uses. The General Plan provides policy guidance to the Town in evaluating requests for such development and the Town's Zoning Ordinance strictly regulates the level of development activity that may occur on these sites.

PLANNING AREAS

The Town is divided into 21 Planning Areas, each distinguished by their location, unique characteristics, age, and natural or constructed boundaries. These areas typically include one or more neighborhoods. Each neighborhood typically has one or more homeowners associations which may provide services and a focus for community involvement. The neighborhoods have been consolidated into a set of Planning Areas which serve as a basis for planning analysis and policy formulation. Figure 3 presents a map of the Planning Areas in Danville.

The following section presents a discussion of the land use and planning issues in each Planning Area. This discussion is intended to describe and characterize each area, not establish land use policies. Subsequent Planning and Development Goals and Policies and the associated Implementation

Figure 2.
Acreage In Major Land Use Categories, Town Of Danville, 1999

LAND USE CATEGORY	Acreage	Percent of Total
Open Space (including parks)	3,146	27.1
Agricultural/ Rural Residential	1,465	12.6
Country Estates	1,309	11.3
Single Family Residential	3,481	30.0
Multi-Family Residential	282	2.4
Commercial	301	2.6
Public Facilities	216	1.9
Public Road Rights of Way	1,400	12.1
TOTAL	11,600	100.0

Source: General Plan Land Use Analysis and the Town of Danville, 1999

Notes:

(A) The above figures are for land within the Town limits only. The Planning Area contains additional acreage in the unincorporated area.

(B) Public road rights of way are included in the Table above, but are not a separate General Plan category.

Measures express the land use policies that will affect the Planning Areas.

1. Las Trampas Hills

The Las Trampas Hills Area encompasses the dramatic slopes of Las Trampas Ridge along Danville's western boundary. The area is characterized by a dense oak woodland consisting of mature trees and panoramic views of Mt. Diablo and the San Ramon Valley. A number of narrow rural streets, many of which are privately owned and maintained, reach into the hills and provide access to neighborhoods comprised of mid- to large-lot country estates. This unique area of Danville simultaneously offers residential privacy with dramatic and unimpeded views of the valley.

While some of the homes in the area have been recently built, most date from the 1960s and 1970s and a few date back to the 1940s. The Eugene

O'Neill National Historic Site is located immediately northwest of this area, just outside of the Town boundaries. The area also includes the San Damiano Retreat Center, as well as a large EBMUD water storage facility.

The Las Trampas Hills Area consists of a series of neighborhoods, including Starmont, Montair, and Sky Terrace. While the character of each neighborhood is unique, they share common elements such as large lots, a mix of older ranch-style homes and newer hillside estates, private amenities such as tennis courts and swimming pools, and a dense canopy of tree cover.

Beyond the Town boundaries, more than 1,000 acres west of the ridgeline and within the Danville Sphere of Influence are in East Bay Regional Park District's Las Trampas Regional Wilderness Park. The ridge is one of Danville's most visually prominent natural features. Expansion of the park and

preservation of this steep and scenic area is an important goal of the 2010 General Plan.

2. Town & Country

The Town & Country Area is an established residential area west of the commercial development along San Ramon Valley Boulevard and located southwest of Downtown Danville. Situated at the foothills of Las Trampas Ridge, this area offers a suburban/rural character within walking distance of Downtown Danville.

The area is comprised of ten to forty-year-old ranch homes typically located on one-quarter to one-half acre lots. It includes the Ocho Rios neighborhood, as well as townhome developments such as Danville Green and Diablo View along San Ramon Valley Boulevard. The Town & Country, Morris Ranch, and Podva Homeowners Associations are active organizations in this area.

Land in the south and west part of this area, including the 458-acre Elworthy property and the 73-acre Podva property, remains undeveloped. These properties represent two of the largest remaining private landholdings in Danville. Their future is addressed on page 63 in the discussion of Special Concern Areas.

3. Danville Ranch/California Chateau

Located at the foothills of stately Las Trampas Ridge, this area is located west of the I-680 freeway and at the southwestern quadrant of Danville. This area consists of a planned unit development with more than 350 units and a rural subdivision (i.e., Peters Ranch Estates) located on the slopes above this development.

The first phase of the planned unit development, Danville Ranch, consists primarily of clustered duets with common open space. The second phase, California Chateau, includes a mix of patio homes and more traditional single family homes. Both phases include recreational amenities, including greenbelts, a swimming pool, tennis courts, and a clubhouse. The area's setting on the east-facing

slopes of Las Trampas Ridge provides most of the homes with dramatic views across the San Ramon Valley to the Sherburne Hills and Mt. Diablo. While there is some potential for additional development on the remaining vacant home sites at Peters Ranch, the area is built out and is not expected to change significantly through 2010.

4. Del Amigo

Del Amigo is an established neighborhood characterized by single family homes located between Danville Boulevard and the base of Las Trampas Ridge. Many of the streets in this area are rural in character with tree-lined lanes, an abundance of mature landscaping, and views of Las Trampas Ridge.

Most of the area consists of very well-maintained ranch style homes. Homes in the northern part of the area range from relatively new to about 40 years old, while some homes in the southern part of the area adjacent to Downtown are up to 50 years old. Since the 1970s, some multi-family housing and townhomes have been developed along El Dorado Avenue adjacent to Downtown. The Danville Estates, Danville Glen, and Glenwood Homeowners Associations are active in this area. There are virtually no commercial uses in this Planning Area. Public uses include Montair School and the Danville Women's Club.

The area is largely built out. Additional development capacity is limited and the area is expected to remain stable through 2010.

5. Danville Boulevard

This area is located along Danville Boulevard north of the La Gonda Way intersection. San Ramon Creek generally defines the eastern boundary of this area and lends a unique characteristic to this neighborhood. Alamo Cemetery, which is located on El Portal and La Gonda Way, is a local historic landmark just east of San Ramon Creek. Hap Magee Ranch Park, a former working ranch located near the end of La Gonda Way, also provides a visible reminder of local history.

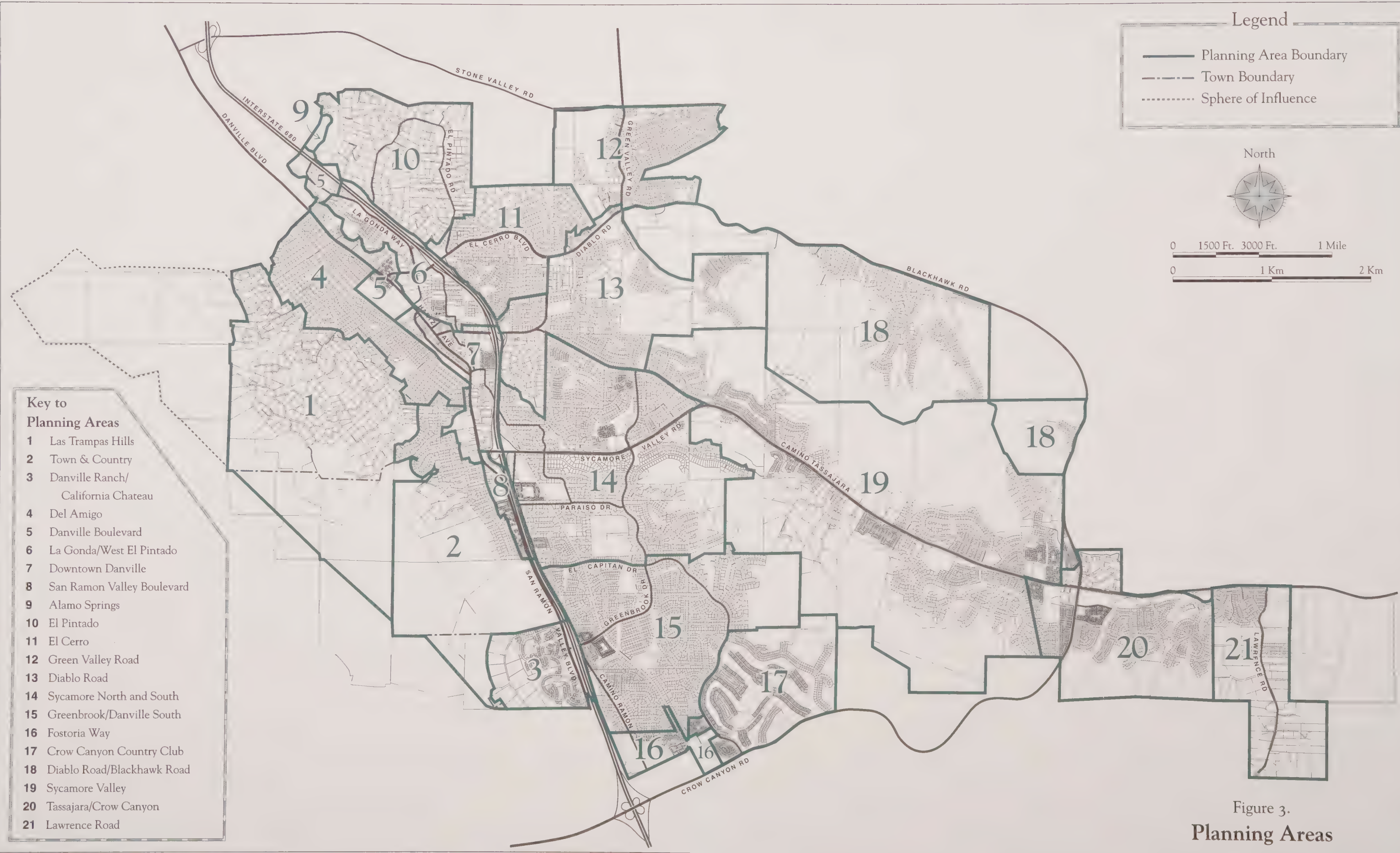


Figure 3.
Planning Areas

The area features a variety of housing types, including older, single family homes along Danville Boulevard and newer townhomes located near San Ramon Valley High School along Danville Boulevard. Most of the higher density homes, including Garden Creek and Rubicon, are nearly 30 years old. The homes along La Gonda Way north of El Portal are situated on large rural lots, many with horse pastures and remnants of the orchards that once existed throughout the San Ramon Valley.

Some additional infill development may occur on the east side of Danville Boulevard north of El Cerro Boulevard. Road modifications and improvements are slated to occur along La Gonda Way, north of El Portal, in conjunction with the development of the Alamo Springs residential development. With the exception of some infill development, this well-established residential area is anticipated to experience little or no change through 2010.

6. La Gonda/West El Pintado

The La Gonda/West El Pintado Area is a mixed use area located west of the I-680 freeway and east of San Ramon Creek. This area contains a combination of residential, professional, public, and institutional uses. During the past 20 years, portions of the area have undergone a transition from being semi-rural to more suburban in character.

The La Gonda Way/West El Pintado Road area was the focus of a 1986 General Plan Amendment which created additional potential for office development. Virtually none of this potential was actually realized, as the principal effect of the General Plan Amendment was the sanctioning of general offices in five projects that had originally been developed as medical/dental complexes through pre-incorporation County land use approvals. Significant public and institutional uses in this area include St. Isidore's Church on La Gonda Way and the Community Presbyterian Church on West El Pintado Road.

Most of the new construction since the mid-1980s has consisted of single family residences built

at medium densities, including the Westbriar Knolls subdivision along La Gonda Way and the Redwoods subdivision along West El Pintado Road. Some older multiple family housing exists in the area and assisted senior housing has recently been developed along West El Pintado Road. Portions of this area retain a rural character, with its remnants of former orchards, large lots, single family homes, and street sections without curb, gutter or sidewalks.

A small number of large vacant sites remain along La Gonda Way and West El Pintado Road with the potential for future development. Due to the proximity of this area to Downtown, the freeway, and established residential and office areas, additional development is very likely to be established by 2010.

7. Downtown Danville

Viewed as the heart and the soul of the community, the core of historic Downtown Danville extends along Hartz Avenue from Diablo Road to Sycamore Valley Road. Danville's Old Town District is a unique asset and a historic treasure for the entire San Ramon Valley as it retains much of its historic, small town charm, even in the face of extensive new commercial development and redevelopment. The Downtown reflects the feel of yesterday and the opportunities of tomorrow.

Downtown Danville boasts specialty stores, cafes and first-rate restaurants. The retail corridor along Hartz Avenue, with its historic buildings and attractive street environment, epitomizes Danville's small town character. Railroad Avenue features newer, auto-oriented shopping centers. Much of the Town's office space is located along Diablo Road between Hartz Avenue and the I-680 freeway. The venerable Danville Oak, a natural landmark and the inspiration for the Town's symbol, is located within this area. Many of the Town's civic landmarks are also located Downtown, including the recently completed Danville Library and Community Center, the renovated Town Meeting Hall, and

the Village Theatre, all located along Front Street. The Veterans Building is located on Hartz Avenue and the restored Railroad Depot and Museum is on Railroad Avenue.

Since the mid-1980s, development in the Downtown area has been guided by a Downtown Master Plan. The intent of the Master Plan was to establish a reasonable estimate of future growth necessary in the commercial core to induce and sustain long-term economic vitality. It also identified circulation and parking programs needed to accommodate this growth. The Downtown Business District Ordinance has implemented the Master Plan by establishing a series of "Districts" within Downtown and identifying permitted uses, conditional uses, development standards, parking requirements, and maximum intensities within each District.

Over 1.3 million square feet of commercial and office development currently exist in the Downtown in buildings which date from the late 1860s

to the present. Additional new commercial development may occur under the Downtown Master Plan. Much of this development is expected to occur by 2010. Recognizing the ongoing importance of managing development in Downtown Danville, the area has been identified as a "Special Concern Area" in the General Plan. More specific discussion of the area's development opportunities and challenges are contained later in this chapter.

8. San Ramon Valley Boulevard

The San Ramon Valley Boulevard corridor lies along the west side of the I-680 freeway and south of Town and Country Road.

This mixed use area consists of medium density residential, office, retail, and institutional uses. Serving as the southerly entrance into Downtown Danville, commercial centers in this area include the popular rustic-style Livery Mercantile Shopping Center, the Sycamore Square Shopping Cen-



ter, the Village Shopping Center, and the Town and Country Shopping Center. The corridor also consists of a number of free-standing commercial buildings, mostly dating from the 1960s and 1970s. A San Ramon Valley Fire Protection District fire station is located in this area, sandwiched between San Ramon Valley Boulevard and the I-680 freeway. The San Ramon Valley Medical Office Complex and the San Ramon Valley Congregational Church are also located in this area. Although it is virtually built out, some of the parcels may have the potential to redevelop by 2010.

9. Alamo Springs

Featuring some of the most panoramic views of the valley, and accessed from La Gonda Way, this 53-lot Alamo Springs residential development is located within the former 148-acre Chase equestrian boarding and training facility. This development is also a unique by-product of a joint land use review and approval process by both the Town of Danville and Contra Costa County. Eleven of these homes are located within the Town of Danville, while the remaining 42 homes are located within the unincorporated community of Alamo.

During the planning process, it was determined that the Town would provide police, street maintenance, roadside landscape and park maintenance services to the entire subdivision, including the homes in Alamo. Given that the Town would not receive any tax revenues from the 42 lots in Alamo, the developer was required create a funding mechanism so that the owners of the Alamo lots can compensate the Town directly for the provision of these services.

10. El Pintado

The El Pintado Planning Area is situated along Alamo Ridge at the Town's northern limits. The neighborhood is located immediately east of the I-680 freeway and is accessed by El Pintado and El Pinto Roads. Characterized by oak-studded hill-sides, narrow and rural roads, this residential neigh-

borhood is the Town's largest semi-rural area. Nestled on either side of the "El Pintado Loop," many properties in this area have dramatic views of Mt. Diablo and/or Las Trampas Ridge.

Since incorporation, steady infill development has introduced small subdivisions with custom estates into the neighborhood. Its current mixture of older modest ranchettes, often equipped with horse set-ups, and the new custom estate homes with diverse architectural styles, represent a transition from the more rural nature of the neighborhood's past.

Additional development of custom estate homes and small subdivisions is anticipated to continue, although at a slower rate than has previously occurred. The lot sizes in this area range from slightly less than an acre to ten acres. Minimum lot size requirements fall into the acre, acre-and-a-half, and two-and-a-half acre categories, and will serve to maintain this area as a neighborhood of hobby ranches and small custom estates.

11. El Cerro

The El Cerro Planning Area encompasses the primarily residential neighborhoods located north and south of El Cerro Boulevard, defined by the I-680 freeway on the west and Diablo Road on the east. Established in the 1960s, this general area is characterized by gently rolling hills and a mixture of homes ranging from ten to 30 years of age. The lot sizes in this area range from under one-quarter acre to over one acre in size. The larger lots are located along the northern edge of the area, where split rail fences and rolling terrain allude to the semi-rural nature of the area's past. To the east along Matadera Way, and to the south in the Oakcrest and Woodbine neighborhoods, development is newer and consists of attractively landscaped homes built during the 1970s and 1980s. Development along the El Cerro Boulevard and Diablo Road corridors occurred a bit earlier, consisting primarily of ranch-style homes dating from the 1960s and early 1970s.

Fees and assessments paid by developments further east of this Planning Area funded a number of major capital improvement projects in this area during the 1990s. These projects included the installation of the El Cerro Boulevard landscape median, the installation of bike lanes, the signalization of the Diablo Road/Green Valley Road and Diablo Road/Matadera Road intersections, as well as the frontage improvements and sidewalks adjacent to the public schools.

While this area is primarily residential, two commercial uses are located along the major road corridors. One such use is the office building initially established as the Ward Chiropractic Center, located on corner of El Cerro Boulevard and El Pintado Road. The only other commercial use is the Diablo Nursery, located at the corner of El Cerro Boulevard and Diablo Road. This area is mostly built-out and is expected to remain stable through 2010.

12. Green Valley Road

The Green Valley Road area is located in the northeastern part of the Town. This area is defined by Oak Hill Park to the west, Stone Valley Road and the unincorporated community of Alamo to the north, the unincorporated community of Diablo to the east, and Diablo Road to the south. Stone Valley, Green Valley and Diablo Roads provide the main access into the area.

This area contains a mix of the oldest and some of the newest homes in the Town. A number of homes along the west side of Green Valley Road exceed 50 years of age, while some housing along Blemer Road and in the Country Knolls neighborhood is less than ten years old.

On the eastern half of this area is the Cameo Acres neighborhood, developed over 40 years ago with simple ranch and "Cape Cod" style homes. Because of the age of this area, and upward-moving housing prices elsewhere, this neighborhood has recently experienced a trend of reinvestment. As a result, many homes have been, or are currently undergoing, remodeling or renovation. The newer

homes in this area are typically much larger and more modern, giving the neighborhood an eclectic character. The area continues to retain its country atmosphere with its absence of sidewalks, mature tree canopies, and picturesque views to the surrounding hills. In general, this area is mostly built out with some additional potential for development or redevelopment along the west side of Green Valley Road.

This area also contains a large number of the Town's major community, recreation, and institutional facilities. This list of facilities includes Monte Vista High School and Los Cerros Intermediate School. Oak Hill Park, a passive community park which features a man-made pond and undeveloped open space areas, is a favorite area for joggers, picnickers and strollers. Construction of a renovated children's play area in this park began in June, 1999. St. Timothy's and Rolling Hills Churches are also located in this neighborhood.

Because of the number of existing schools located within this area and in the adjacent Diablo Road Planning Area, the Green Valley Road and Diablo Road corridors carry a high volume of traffic during school starting and ending times. To minimize the impact of the non-residential uses, past planning actions have established the intent to retain the residential nature of this area as additional development occurs. Development fees and assessments from projects to the east of this Planning Area have funded a number of improvements within this area, including traffic signals and sidewalks along Diablo Road.

13. Diablo Road

This area encompasses the neighborhoods located along the Diablo Road corridor. The natural physical features of this area include rolling hills, a natural creek corridor (i.e., Green Valley Creek), and numerous heritage oak trees, including the dramatic canopy of oaks gracing both sides of Diablo Road near its intersection with the I-680 freeway.

This area has residential neighborhoods of various ages, including homes which date back to the early 1950s. Mature established neighborhoods are located within the western and southern regions of the area. These neighborhoods are located along La Questa Road, Alamos Drive, and between Ramona Road and Camino Tassajara. The semi-rural character of this area is evidenced by the presence of ranch-style homes, mature vegetation, ample-sized lots, and narrow and curbless streets. The area north of Ramona Road and east of Diablo Road contains newer residential neighborhoods, established between the late 1960s through the early 1980s. Most of the development in the El Cajon Drive/Santiago Drive area was completed approximately 25 years ago, with the addition of some infill development within the last ten years.

Hidden Valley, a recently completed planned unit development project with over 200 homes, is nestled in an isolated valley, tucked away from the Diablo corridor. A number of much smaller subdivisions have recently been developed along Diablo Road.

While mostly residential, this area has a strong presence of local serving commercial and institutional uses. The primary neighborhood commercial use is the Green Valley Shopping Center, which consists of a grocery store and a complement of supporting businesses. Vista Grande Elementary School, Green Valley Elementary School, the Grange Hall (a privately owned facility), several child care facilities, and a fire station are all located along Diablo Road, extending from the intersection of Green Valley Road to the intersection of Camino Tassajara. Other institutional uses include the Diablo Lodge senior housing complex and the Sunrise senior assisted living facility located on opposite sides of Diablo Road, near Green Valley Elementary School. As mentioned in the text for the previous two Planning Areas, development fees and assessments from projects further east financed a number of improvements in this area, including traffic signals and sidewalks along Diablo Road.

This area is expected to remain stable during

the life of this Plan. There are limited opportunities for infill housing and redevelopment on underutilized parcels throughout the area and along the Diablo Road corridor. As indicated in the Special Concern Area text on page 54, additional commercial or institutional uses are discouraged.

14. Sycamore North And South

This area is bounded by Camino Tassajara on the north, the I-680 freeway on the west, and El Capitan Drive on the south. Sycamore Valley Road bisects this area, providing the most direct access into the area's neighborhoods as well as to the large residential areas lying to the east. This area includes the Sycamore Homes, Diablo West, Danville Woods, Danville Crest, Dansborough and Sycamore/Laurel neighborhoods.

Characterized by well-maintained homes, many with dramatic views of Las Trampas Ridge, these established neighborhoods feature an abundance of mature tree cover, a highly desirable system of linear private open space developed between neighborhoods and along Sycamore Creek, and private swimming and recreational facilities. This area also contains a variety of housing types, densities, and architectural styles.

Older homes in the area can be found along Willow Drive, north of Laurel Drive. Homes in the Sycamore Homes and Dansborough areas are approximately 20-30 years of age. The Sycamore Homes area has the distinction of being one of the first large-scale planned unit developments (PUDs) in the state, combining single and multiple family units and a myriad of linear open space elements into a cohesive project. Street lighting, signage and landscaping add to the uniqueness of this area.

While primarily residential, non-residential uses also are present and provide for a small range of the resident needs in this area. These uses include the San Ramon Valley Unified School District Education Center on Old Orchard Road; the Danville Inn, Denny's restaurant, and a Shell service station backing up to the I-680 freeway at



Camino Ramon; and the Navlet's Home Improvement Center, also located along Camino Ramon. The area also contains several child care centers along Camino Ramon. Osage Station Park, perhaps Danville's most heavily used park, is located at the southern end of Brookside Drive. This community park shares space with Charlotte Wood Middle School and features a popular "dinosaur skeleton" in the children's sand box. With the exception of small areas along Camino Ramon and the end of Bolero Drive, this area is essentially built out, with minimal development potential. Overall, this is a well-established area, and is expected to remain stable through the life of this Plan.

15. Greenbrook/Danville South

The area located south of El Capitan Drive, set between the I-680 freeway and the Sherburne Hills, is identified as the Greenbrook and the Danville South areas. Set against the backdrop of Sherburne Hills, the vegetative cover and residential character of this area has matured over the past two de-

cadecades. While the western portions of the area are flat, the eastern portion slopes up to the Sherburne Hills and affords panoramic vistas to Las Trampas Ridge. Indicative of established suburban neighborhoods of this area, this area has relatively wide streets, underground utilities, sidewalks, curbs and gutters.

This area includes a range of housing densities but consists primarily of single family detached homes, ranging from two to four units per acre. Higher densities are limited to Greenbrook Drive just east of Camino Ramon and the area immediately south along Mission Drive and Greenlawn Circle. The housing stock includes a mix of one- and two-story homes, many with shake or tile roofs.

The larger residential subdivisions in this area, such as Greenbrook and Danville Station, are planned unit developments, with homes ranging in age from 20 to 30 years. The provision of common recreation facilities, a network of linear open space, and mixed housing densities point to the early successes of the planned unit development process. San Ramon Creek and Cow Creek mean-

der through this area, providing two linear open space corridors. The Iron Horse Trail also runs through the area, providing a trail connection to other sections of Town. Greenbrook School provides a focal point for the neighborhood and is the major non-residential use.

The area is virtually built out, with little or no capacity for additional development. No major changes are expected between now and 2010.

16. Fostoria Way

The Fostoria Way area occupies the northeast quadrant of the Crow Canyon Road/I-680 freeway interchange. Residential uses include a mix of single family homes and duets along Camino Ramon Place, single family homes along Silverwood Terrace, and the Fostoria Terrace condominiums along Fostoria Way, all developed during the late 1980s and early 1990s.

Relatively new commercial development is located at the Castle Square (Costco/Marshalls) Shopping Center. This development occurred during the late 1980s and early 1990s following a Town-initiated General Plan Amendment which encompassed the land lying between the I-680 freeway and the Iron Horse Trail. The General Plan Amendment also accommodated the construction of an I-680 freeway overpass on Fostoria Way (a City of San Ramon and Measure C-1988 project). Camino Ramon was extended south to Fostoria Way after a citizen initiative to extend the road was approved by popular vote. The Fostoria Way area includes the only light industrial uses in Danville. The area is also the home to the tallest office building in Danville, a five-story executive office building occupying the converted Electro Test light industrial facility. PG&E also operates a research facility in this light industrial area, which includes the highly recognized geodesic dome along Crow Canyon Road.

With the exception of the Borel Property along the I-680 freeway, the Fostoria Way area is considered built out. The Borel Property has been identified

as a Special Concern Area in this General Plan and has the potential for additional development by 2010.

17. Crow Canyon Country Club

Built in the mid-1970s, this gated country club community is located at the southeastern corner of the Town, and shares its southern boundary with the City of San Ramon. A mixture of townhomes, patio homes, and single family residences are oriented around the fairways of a private 18-hole golf course. Undeveloped hillside open space areas define the eastern and southern limits of the community. Recreational facilities, which include a swimming pool complex, tennis courts, golf course, driving range and a club house, are available to members. Access to this community comes from two major collector roads: Crow Canyon Road and El Capitan Drive.

This unique, private gated community is separated from adjacent neighborhoods by a fenced and landscaped buffer zone. The Crow Canyon Country Club Planning Area is completely built out and, other than possible future upgrades to the shared recreational facilities, is unlikely to change through 2010.

18. Diablo Road/Blackhawk Road

This area features some of the most prominent and scenic ridgelines of eastern Danville. It is defined by Diablo Road on the north, Blackhawk Road on the east, and Short Ridge on the south. The east branch of Green Valley Creek winds through the area on both the north and south sides of Diablo Road, featuring a string of handsome oak trees along its banks. The area includes a significant land holding belonging to the Magee family, which is currently used for agricultural purposes. The community generally perceives this area of privately owned land, with its grazing cattle and stately oaks, as a scenic resource and idealized symbol of the Town's rural past.

Development in this area is characterized by large custom homes on lots averaging one-half acre in size.



The area includes the Magee Ranch residential development, a 259-home planned unit development community nestled within a series of narrow valleys and surrounded by a large holding of permanent open space. In the last stages of construction, Magee Ranch offers Craftsman-style production homes as well as custom homes ranging in style from French Chateau to Southern Colonial. Other recent subdivisions, such as Diablo Creek and Woodcreek, also offer executive housing on large lots. Many of these homes feature traditional design elements such as wrap-around front porches, columns, dormers, and turrets.

This area contains some of the most spectacular specimen oak trees in the Town. Diablo Road is particularly scenic as it winds through this area, providing picturesque views of the oak-studded hillsides as well as Mt. Diablo. Trees within this valley have been given precedence over pavement, as several key intersections and sections of roadway are designed around well-established oaks. Much of the development potential in this area

has already been realized. However, there are a few properties where additional housing is possible. Recognizing the visually sensitive character of the area, the Town has designated most of the remaining vacant land as a Special Concern Area, with additional policy guidance provided on page 58.

19. Sycamore Valley

At over 2,500 acres, the Sycamore Valley area encompasses the largest Planning Area in Danville. The area is bounded by Short Ridge on the north, Sherburne Hills on the south, the Sycamore Valley/Camino Tassajara intersection on the west and the Tassajara Crossing and Blackhawk Plaza commercial areas on the east.

Most of this area has been developed in accordance with the Sycamore Valley Specific Plan, adopted by Contra Costa County in the early 1980s, and the Old Blackhawk Road Specific Plan, adopted by the Town in 1988. The vast majority of the homes developed in this area have been built since the adoption of the Specific Plans. Through

the planning process, development has been generally restricted to the valley floor, retaining the upper slopes along Sherburne Hills and Short Ridge as permanent open space. The Old Blackhawk Road Specific Plan is adopted by reference into the Danville 2010 General Plan. Land use and development decisions in this area should conform to the provisions of the Specific Plan, which contains more detailed development and design standards than the General Plan. Appendix B of the 2010 Plan provides an executive summary of the pertinent development criteria for the Specific Plan.

In its geography and development context, the character of the Sycamore Valley differs from the older neighborhoods of Danville. This area features a series of self-contained neighborhoods planned along the base of the valley and accessed only from Camino Tassajara, a four-lane arterial linking the eastern and the western ends of the Town. As envisioned in the Sycamore Valley Specific Plan, Camino Tassajara features a significant landscape buffer of meandering paths along its northern and southern border ranging from 10 feet to 100 feet in width. Camino Tassajara also features fully landscaped and tree-lined center medians.

The individual neighborhoods in this area include large single family communities such as Wood Ranch, Northridge Hills, Northridge Estates, Anderson Ranch, and Diablo Highlands Estates, "duet" or patio home communities such as Belleterre, Meadowcreek, and Diablo Highlands Villas, and townhomes such as Meridian Place.

These self-contained residential enclaves, set against the backdrop of rolling hills and distant ridges, are linked together by pedestrian paths and bike lanes along Camino Tassajara and a trail corridor along the meandering Sycamore Creek. Through the planning process, access easements have been attained over private property to develop and connect a public trail along the creek.

The relatively new neighborhoods in this area, characterized by young vegetation, standardized street widths, and the presence of curb, gutter and

sidewalks, results in a contemporary suburban character. The single family neighborhoods typically consist of two-story wood and/or stucco homes with tile or slate roofs at densities of three to five homes per acre. The patio home and duet developments typically utilize private streets and architectural elements reminiscent of "small town" single family homes. Most of the neighborhoods include active homeowners' associations and feature common amenities such as landscaped entry features, community pools and open space.

Non-residential uses include several churches, Sycamore Valley Elementary School, the U.S. Post Office, and Sycamore Community Park, which features a large number of lighted sports fields. Portions of the Sycamore Valley remain semi-rural, particularly in the Tassajara Lane/Sherburne Hills area where a limited number of newer custom estate homes have been developed along with more traditional tract housing. Recognizing the need to coordinate the remaining development to assure full provision of urban services in this area, the Tassajara Lane/Sherburne Hills area has been designated a Special Concern Area. Additional policy guidance for this area is provided on page 3-60. Although most of the development potential in the Sycamore Valley area has already been realized, a number of sites are expected to develop in accordance with the Specific Plan.

20. Tassajara/Crow Canyon

This area includes the 1,200 acres lying east of Sycamore Valley, approximately half of which lies outside the Town boundaries in the unincorporated area of Contra Costa County between Camino Tassajara and the unincorporated community of Blackhawk. This area features a commercial district as well as large-scale residential developments ranging from townhomes to single family homes. Virtually all of the development in this area has occurred during the last decade. This area was not within the boundaries originally established for Danville, having been annexed into the Town in

the late 1980s. The 25+/- acres of commercial development in this area that are within the Town limits (i.e., exclusive of the Blackhawk Shopping Center) constitute the only major commercial area located in the eastern portion of the Town.

Development in this area has occurred mostly along the valley floor, with much of the gently rolling hillsides set aside as permanent open space through the planning efforts of the past decade. The west branch of the Alamo Creek meanders through both the commercial and residential areas, and runs adjacent to Diablo Vista Community Park. Formerly a seasonal creek, Alamo Creek is now a year-round stream fed by the landscape irrigation water of golf courses and surrounding residential developments. There are ongoing efforts to establish a creekside trail system through this area to link the neighborhoods and to provide access to the park.

The Danville 2005 General Plan identified this area as having the capacity for 2,000 to 2,500 residences and 750,000 square feet of commercial and office space. Most of this capacity has already been realized. The unincorporated planned unit development communities, consisting of Bettencourt Ranch, Shadow Creek and Somerset, contribute nearly 1125 homes to this area and were all approved through the County. As part of an overall effort to positively influence the planning and design of these neighborhoods within the unincorporated areas of the County, the Town included these developments within the Town's Sphere of Influence and discussed them at length in the 2005 Plan. Because this area is essentially built out, and the Town has no current intent to pursue its annexation, the 2010 Plan includes an implementation strategy directing the Town to request the Local Agency Formation Commission to remove the residential developments in this unincorporated area from the Town's Sphere of Influence.

Residential development within the Town limits includes single family homes in the Tassajara Ranch and Vista Tassajara neighborhoods as well

as townhomes at the California Shadowhawk and Heritage Park developments. As in the Sycamore Valley, most of these neighborhoods have private recreation centers, club houses, swimming pools and other amenities that supplement the facilities provided by the adjoining community park.

The life care facility located along Camino Tassajara at Parkview Drive is a County-approved senior assisted living and skilled nursing facility and was in the final stages of development at the time the 2010 Plan was adopted. This area is virtually built out, with only a small number of potential infill sites available for additional development.

21. Lawrence Road

Lawrence Road is a rural residential/agricultural neighborhood located south of Camino Tassajara in the easternmost portion of Danville. Reflective of the Town's agricultural past, the land uses in the area include a mix of horse ranches, boarding kennels, orchards, and ranchettes, along with newer country estates.

Much of the area's original rural uses were developed under Contra Costa County's agricultural zoning standards, giving the undeveloped southern portion of the Planning Area a rural quality which distinguishes it from the emerging suburban character in the northern section of the area. There is a strong desire among the area's long-term residents that this rural quality should be recognized and retained into the future.

In 1989, a group of area property owners approached the Town seeking help in securing public water service from East Bay Municipal Utility District (EBMUD) through annexation to the Town. Prior to its annexation to the Town in 1991, all properties on this road relied upon on-site wells for water and septic systems for sewage disposal.

Paralleling the annexation process, the Lawrence/Leema Road Specific Plan was established for the area (adopted in 1992). The Plan guides the future development of the area, permitting the highest densities at the northernmost por-

tion of the Specific Plan area, and transitioning to very low density development at the southernmost portion. The Plan establishes minimum lot sizes and other development standards which effectively limit the number of new homes that may be established in the Specific Plan area. The Plan also establishes a mechanism to fund the extension of public water, sewer, storm drainage, and roadway improvements to the Lawrence Road area. As a result, the Lawrence Road Benefit District was established and the first phase of public infrastructure improvements was completed in 1997. The second phase, extending improvements to the southern terminus of Lawrence Road, is expected to be constructed in 1999–2000.

The adoption of the Plan coincided with the high housing market demand of the mid-1990s. As a result, almost all of the major subdivision development potential has been realized for the Plan area. Tassajara Ridge, the largest neighborhood in the Specific Plan area, was developed during this time. Lower density neighborhoods, such as Lawrence Estates and San Michele, followed shortly thereafter. Minor subdivision activity for individual lots in the southern half of the area can be anticipated during the next decade.

Although it is not within the boundaries of the Specific Plan area, the County-approved 192-home California Meadows subdivision (subsequently annexed into Danville) is located immediately east of the Lawrence Road area and was in the final stages of construction in 1999. Consistent with the Lawrence/Leema Road Specific Plan, Lawrence Road was realigned in the late 1990s to bisect the California Meadows development. The development of the California Meadows subdivision included the dedication of an eight-acre site to the San Ramon Valley Unified School District for the development of a middle school.

The Lawrence/Leema Road Specific Plan is adopted by reference in the Danville 2010 General Plan. Land use and development decisions in this area should conform to the provisions of the

Specific Plan, which contains more detailed development and design standards than the General Plan. Appendix C of the 2010 Plan provides an executive summary of the pertinent development criteria for the Specific Plan.

COMMUNITY DESIGN

A major theme of planning activities in Danville since incorporation has been the protection and enhancement of the aesthetic features prevalent throughout the community. These features include the scenic hillsides, the charming Old Town area, native vegetation along streams, stands of large trees, and pleasant established residential neighborhoods.

Danville has protected these aesthetic features through a number of actions, including preparation of design guidelines and adoption of a Scenic Hillside and Major Ridgeline Development Ordinance, a Tree Preservation Ordinance, and a Downtown Business District Ordinance, among others. Application of the design principles contained in these documents is a major aspect of project review and approval in Danville.

Visual and physical access to the aesthetic features is provided by Scenic Routes. A Scenic Route is a road, street, or freeway which transects an area characterized by its high visual character or cultural significance. A Scenic Corridor is comprised of the area adjacent to and more visible from the Scenic Route. Designated scenic routes in Danville include:

- Danville Boulevard
- San Ramon Valley Boulevard
- Green Valley Road
- Diablo Road between the I-680 freeway and its transition to Blackhawk Road
- Blackhawk Road
- Sycamore Valley Road
- Camino Tassajara
- Crow Canyon Road
- I-680 freeway

The I-680 freeway, which bisects Danville, is designated as a Scenic Highway by the State of California.

The locations of key aesthetic features in Danville and the Scenic Routes are presented on the Design Review Map (Figure 10).

B. FORECAST

Danville expects limited growth through the Horizon Year of 2010. Major development trends will include the completion of approved projects in the Lawrence Road and Camino Tassajara areas, infill of other residential areas, and redevelopment and expansion of the Downtown Area. Danville will also be impacted by development approvals in other communities, including the Dougherty Valley project located just southeast of the Town boundary.

Consistent with previous trends and the character of the community, Danville will continue to be a predominantly residential community. New commercial and office development will be concentrated in and around Downtown on a limited

number of vacant or underdeveloped sites within established commercial areas.

If the expected level of development activity occurs between 1999 and 2010, up to 900 new homes will be constructed in Danville, adding up to 2,500 new residents to the Town's population. New commercial activity will include redevelopment in the Downtown Area and development of the remaining vacant sites in the Fostoria Way and Tassajara Ranch areas. A limited number of additional sites have also been designated for mixed use development, creating the potential for combining retail and residential uses within a single project in existing commercial areas.

Figure 4 presents a forecast of future employment, housing development, and associated population growth. The forecast was derived from Association of Bay Area Governments (ABAG) data. These projections are based upon recent growth trends combined with the capacity of the area to



accommodate additional development. The actual growth that occurs may be more or less than expected, depending upon a variety of factors such as the effects of increasing traffic congestion or economic conditions.

Figure 4.

Employment, Housing, And Population Forecasts, Town Of Danville, 1985–2010

FORECAST ITEM	YEAR					
	1985	1990	1995	2000	2005	2010
Employment	7,300	8,480	7,560	8,340	8,730	9,050
Households	10,560	12,028	13,640	14,040	14,585	14,895
Population	31,400	34,285	37,100	40,300	41,600	42,600

Source: ABAG Projections '98. Town of Danville, 1999.

Figures are for the area within the town limits only. ABAG figures for 1995–2010 have been adjusted to exclude population and households outside the town limits.

C. GOALS AND POLICIES

Community Development Goals and Policies are divided into four categories:

- Quality Development
- Community Design
- Commercial and Office Development
- Housing

A complete list of implementation measures may be found at the end of this chapter.

GOAL: QUALITY DEVELOPMENT

Goal 1 Assure that future development complements Danville's existing small town character and established quality of life.

POLICIES: QUALITY DEVELOPMENT

Implementation Measures (*)

1.01	Recognize Danville's predominantly single family residential character and distinctive Downtown retail core in planning and development decisions.	<ul style="list-style-type: none"> • Zoning Ordinance • Development Review
1.02	Require that new development be consistent with the scale, appearance, and small town character of Danville.	<ul style="list-style-type: none"> • Design Review Procedures • Zoning Ordinance • Development Review
1.03	Recognize the need for suitably located housing, facilities, and services for all age groups within the community.	<ul style="list-style-type: none"> • Housing Element • Capital Improvement Program
1.04	Encourage higher density residential development at locations within convenient walking distance of Downtown, shopping centers, and bus routes.	<ul style="list-style-type: none"> • Zoning Ordinance • Downtown Master Plan
1.05	Preserve the limited areas planned for multi-family residential development and discourage General Plan amendments and rezonings of such areas to office or other uses.	<ul style="list-style-type: none"> • Zoning Ordinance (minimum densities)
1.06	Consider the cumulative effects of development on community facilities and services, such as transportation and schools, throughout the planning process.	<ul style="list-style-type: none"> • CEQA • Development Review
1.07	Combine urban development with the goal of preservation of land for open space uses in appropriate areas.	<ul style="list-style-type: none"> • Zoning Ordinance (PUD Provisions) • Hillside/Ridgeline Ord.

(*) Responsibility for implementation of General Plan policies lies with the Town Council, assisted by the Planning Commission and staff. Although other measures may be considered or added, the measures listed for each policy serve as a basis for implementation of the General Plan.

POLICIES:	QUALITY DEVELOPMENT (<i>continued</i>)	Implementation Measures (*)
I.08	Protect existing residential areas from intrusion of incompatible land uses and disruptive traffic to the extent reasonably possible.	<ul style="list-style-type: none"> • Zoning Ordinance • RV Storage Ord. • Code Enforcement • Satellite Dish Ord.
I.09	In areas where different land uses abut one another, promote land use compatibility by utilizing buffering techniques such as landscaping, setbacks, and screening.	<ul style="list-style-type: none"> • Development Review • Design Guidelines • Zoning Ordinance
I.10	In accordance with the Americans with Disabilities Act (ADA), establish policies and standards that facilitate the free movement of handicapped persons.	<ul style="list-style-type: none"> • Building Code • Public Works Design Standards • Capital Improvement Program
I.11	Accept General Plan amendment applications or development applications for lands under Agricultural Preserve Contract only after a Notice of Non-renewal has been filed.	<ul style="list-style-type: none"> • Development Review
I.12	Consider utilizing historic or unique homes easily accessed by major streets for limited restaurant or bed and breakfast uses where safe vehicular access, effective buffering, and neighborhood compatibility can be achieved.	<ul style="list-style-type: none"> • Development Review • Zoning Ordinance • Design Review Board
I.13	Unless overriding public safety considerations exist, prohibit the development of “gated” communities in Danville.	<ul style="list-style-type: none"> • Zoning Ordinance • Development Review

GOAL: COMMUNITY DESIGN

Goal 2 Integrate new development visually and functionally in a manner compatible with the physical character of the surrounding community.

POLICIES: COMMUNITY DESIGN**Implementation Measures**

2.01	Achieve a high standard of residential design through project review and approval for all new residential developments.	<ul style="list-style-type: none"> • Design Review Board • Design Review Procedures • Development Review
2.02	Preserve the Town's visual qualities and the identity of its neighborhoods by restricting development on visible ridges and hillsides, protecting trees and riparian areas, and maintaining open space in the community.	<ul style="list-style-type: none"> • Hillside/Ridgeline Ord. • Tree Preservation Ord. • Grading Ordinance • Subdivision Ordinance
2.03	Where development is allowed on existing legal lots within Scenic Hillside or Major Ridgeline areas, require the preservation of the undeveloped remainder of the parcel in its natural state through the dedication of scenic easements to the Town of Danville.	<ul style="list-style-type: none"> • Development Review • Hillside/Ridgeline Ord.
2.04	Where hillside development occurs, require that project design be sensitive to visual impacts. Design guidelines for hillside sites should address mass, color, materials, and screening requirements, and should discourage excessive grading and flat pad construction.	<ul style="list-style-type: none"> • Design Guidelines • Grading Ordinance
2.05	On developable properties with steep hillsides, encourage clustering in the flatter parts, conservation of open space on the steeper parts, and the protection of natural features such as trees, creeks, knolls, ridgelines, and rock outcroppings.	<ul style="list-style-type: none"> • Hillside/Ridgeline Ord. • Development Review • Design Guidelines • Grading Ordinance
2.06	Improve the appearance of the community by abating negative elements such as non-conforming signs and, where feasible and desirable, overhead utility lines.	<ul style="list-style-type: none"> • Code Enforcement • Design Review Procedures • Public Works Standards
2.07	Improve the appearance of the community by encouraging aesthetically designed buildings, screening, adequate setbacks, and landscaping.	<ul style="list-style-type: none"> • Design Guidelines • Zoning Ordinance • Design Review Procedures • Street Tree Program

POLICIES: COMMUNITY DESIGN <i>(continued)</i>		Implementation Measures
2.08	Protect the visual qualities of designated scenic routes by reviewing proposed projects with respect to their visual impacts.	<ul style="list-style-type: none">• Development Review• Hillside/Ridgeline Ord.• Design Guidelines
2.09	Attract clean non-polluting businesses such as software development, consulting, or technical support.	<ul style="list-style-type: none">• Zoning Ordinance• Development Review



GOAL: COMMERCIAL AND OFFICE DEVELOPMENT

Goal 3 Maintain and enhance the Downtown retail area as the central commercial area of Danville while providing for commercial, office, and residential uses of appropriate size to serve the needs of Danville residents.

POLICIES: COMMERCIAL AND OFFICE DEVELOPMENT
Implementation Measures

3.01	Provide business areas with adequate pedestrian, bicycle, and parking facilities.	<ul style="list-style-type: none"> • Downtown Plan/Ord. • Parking Management Program
3.02	Implement Design Guidelines for retail and office areas providing for a small town character.	<ul style="list-style-type: none"> • Design Guidelines • Design Review • Downtown Plan/Ord. • Street Tree Program
3.03	Restrict office development in retail commercial areas when such development threatens a healthy retail environment. Encourage business and professional office uses above ground-level retail uses.	<ul style="list-style-type: none"> • Downtown Plan/Ord. • Zoning Ordinance • Development Review • Design Review
3.04	Consider major regional scale shopping centers as inappropriate in Danville.	<ul style="list-style-type: none"> • Zoning Ordinance
3.05	Establish, where practical, the physical boundaries of business areas through the use of buffers such as creeks, major roads, topography, other physical features, and density gradients, to separate commercial and residential uses.	<ul style="list-style-type: none"> • Development Review • Hillside/Ridgeline Ord. • Zoning Ordinance (PUD regulations)
3.06	Discourage small convenience retail centers in residential areas.	<ul style="list-style-type: none"> • Zoning Ordinance • Development Review
3.07	Where appropriate, encourage the use of shared circulation and parking with surrounding properties for new and existing businesses in the Downtown business district.	<ul style="list-style-type: none"> • Downtown Plan/Ord. • Parking Management Program • Development Review
3.08	Encourage the reuse of vacant and underutilized commercial buildings for more economically productive purposes, including new businesses, housing, and mixed use development.	<ul style="list-style-type: none"> • Zoning Ordinance • Downtown Master Plan • Development Review

POLICIES:	COMMERCIAL AND OFFICE DEVELOPMENT (<i>continued</i>)	Implementation Measures
3.09	Ensure the provision of sufficient and adequately distributed parking within the Downtown area to help promote an economically viable Downtown business district.	<ul style="list-style-type: none">• Parking Management Program• Development Review
3.10	Encourage redevelopment of the North Hartz Avenue Area to create a village-like retail and commercial area with a character complementary to the Old Town Hartz Avenue Area	<ul style="list-style-type: none">• Downtown Plan/Ord.• Design Guidelines• Design Review Board
3.11	Establish design standards and guidelines which ensure the compatibility of uses within mixed use development projects and between mixed use projects and adjacent development.	<ul style="list-style-type: none">• Design Guidelines• Zoning Ordinance

GOAL: HOUSING (*)

Goal 4 Protect the quality of Danville's residential neighborhoods while providing opportunities for new housing that meets community needs.

POLICIES	HOUSING	Implementation Measures
4.01	Preserve and enhance existing residential neighborhoods by maintaining public facilities, ensuring that infill development is complementary to existing development, and encouraging home improvements.	<ul style="list-style-type: none"> • Housing Element • Zoning Ordinance • Development Review • Code Enforcement
4.02	Promote the development of affordable housing at a wide range of densities in a variety of locations. The Town should use a variety of methods to encourage affordable housing production.	<ul style="list-style-type: none"> • Housing Element • Zoning Ordinance • Development Review
4.03	Work with local financial institutions and builders to promote home ownership opportunities for first time buyers.	<ul style="list-style-type: none"> • Housing Element
4.04	Expand local financial resources for affordable housing, including redevelopment tax increments, grants, and mortgage revenue bonds.	<ul style="list-style-type: none"> • Housing Element • Intergovernmental Coordination
4.05	Protect the long-term affordability of housing units built through the Town's affordable housing programs.	<ul style="list-style-type: none"> • Housing Element
4.06	Promote the development of affordable housing through intergovernmental coordination.	<ul style="list-style-type: none"> • Intergovernmental Coordination
4.07	Encourage mixed use development, with second floor residential development above ground floor commercial uses, as a means of providing affordable housing opportunities within existing commercial areas.	<ul style="list-style-type: none"> • Zoning Ordinance

(*) For more detailed housing policies and programs, please consult the Town of Danville Housing Element, under separate cover.

D. LAND USE MAP AND DESIGNATIONS

The Land Use Map (Figure 5) is a graphic expression of General Plan goals and policies, including those related to Planning and Development as well as other policy areas. Figure 6 is a detail of the Land Use Map for the Downtown area.

The Land Use Map indicates four basic land use types: residential, commercial, public, and open space. Descriptions of the specific designations in each of these land use types are provided below. These descriptions indicate the range of permitted densities, the consistent zoning districts, and a narrative addressing general characteristics, special restrictions designed to avoid inappropriate or conflicting uses, and the extent of needed public facilities and services.

RESIDENTIAL AREAS

In keeping with the general residential character of Danville, the preservation and enhancement of existing single family residential areas is of paramount importance. New residential areas should be compatible with and complement the existing pattern of residential neighborhoods.

Residential areas identified by dwelling unit densities range from Single Family Residential-Rural Residential to Multiple Family Residential-High/Medium Density. For any individual parcel of land, density shall be determined excluding land which is undevelopable due to geologic, topographic, and natural factors (e.g., creeks, floodplains, etc.). Each density designation provides for variations in land use density and intensity. Except where authorized through the provisions of the Town's Density Bonus Ordinance, overall densities shall not exceed the ranges authorized by this plan. Conversely, except as dictated by site-specific development constraints, densities of new projects with a Multiple Family Residential land use designation shall not be below the ranges authorized by this Plan. Within all residentially designated areas, the planned unit development

concept is encouraged to allow clustered housing and preservation of open space areas.

Single Family Residential

There are four single family residential designations shown on the Land Use Map, with a fifth designation for single/multiple family residential. The four single family designations provide for a range of densities and encourage diversification of the housing stock. The single/multiple family residential designation is intended as a transitional designation permitting development of higher density single family homes such as patio or zero lot line homes and duplexes.

Rural Residential

Density: One unit per five acres.

Zoning: Zoning districts of P-1 and A-2 are consistent with the Single Family-Rural Residential designation.

Description: Rural Residential areas are located in outlying areas of the Town and are intended as transitional areas between lower density single family development and significant agricultural or open space resources. Areas designated Rural Residential are generally moderately to severely constrained by topographic and/or soil conditions, have accessibility issues, and/or are subject to special development standards such as the Scenic Hillside and Major Ridgeline Development Ordinance.

While this land use designation permits large lot, "ranchette" type development, clustering is encouraged to permit the development of suitable building sites and preservation of open space areas. Keeping of livestock may be appropriate in the Rural Residential areas if permitted by topographic or soil conditions. The character of these areas should relate more closely to open space lands than to lands developed for residential use.

Country Estate

Density: One unit per acre.

Zoning: Zoning districts of P-L, R-100, R-65, and R-40 are consistent with the Single Family-Country Estate designation.

Description: Country Estate areas are located in topographically difficult areas or areas where water, sanitary sewer, and other necessary services are not generally available. The character of these areas is rural. The keeping of livestock may be appropriate in these areas if permitted by topographic and/or soil conditions. Lots larger than one acre are desirable and considered appropriate for properties with average slopes over 15 percent, where hazardous conditions are found, and/or where deemed appropriate to meet other General Plan policies.

Single Family Residential-Low Density

Density: 1 to 3 units per acre.

Zoning: Zoning districts of P-L, R-40, R-20, and R-15 are consistent with the Single Family Residential-Low Density designation.

Description: A substantial portion of the land designated for residential uses in the Town is assigned to this designation. The allowable range of one to three units per acre provides flexibility for designing projects to reflect variations in topography, proximity to existing development, and the ability to provide facilities and services. The planned unit development (P-L) approach is encouraged for these areas, where appropriate, so that lower densities can be placed on steeper or outlying portions of the site with higher densities located on the more suitable terrain.

Single Family Residential-Medium Density

Density: 3 to 5 units per acre

Zoning: Zoning districts of P-L, R-12, and R-10 are consistent with the Single Family Residential-Medium Density designation.

Description: The Single Family Residential-

Medium Density designation encourages flexibility in project design with a permissible range of three to five units per acre. This density provides for traditional suburban single family homes with room for gardens and yards, and is characterized by neighborhoods that are attractive to suburban families. Clustering in these areas should be considered to some extent, but development will normally consist of detached homes.

Single/Multiple Family Residential

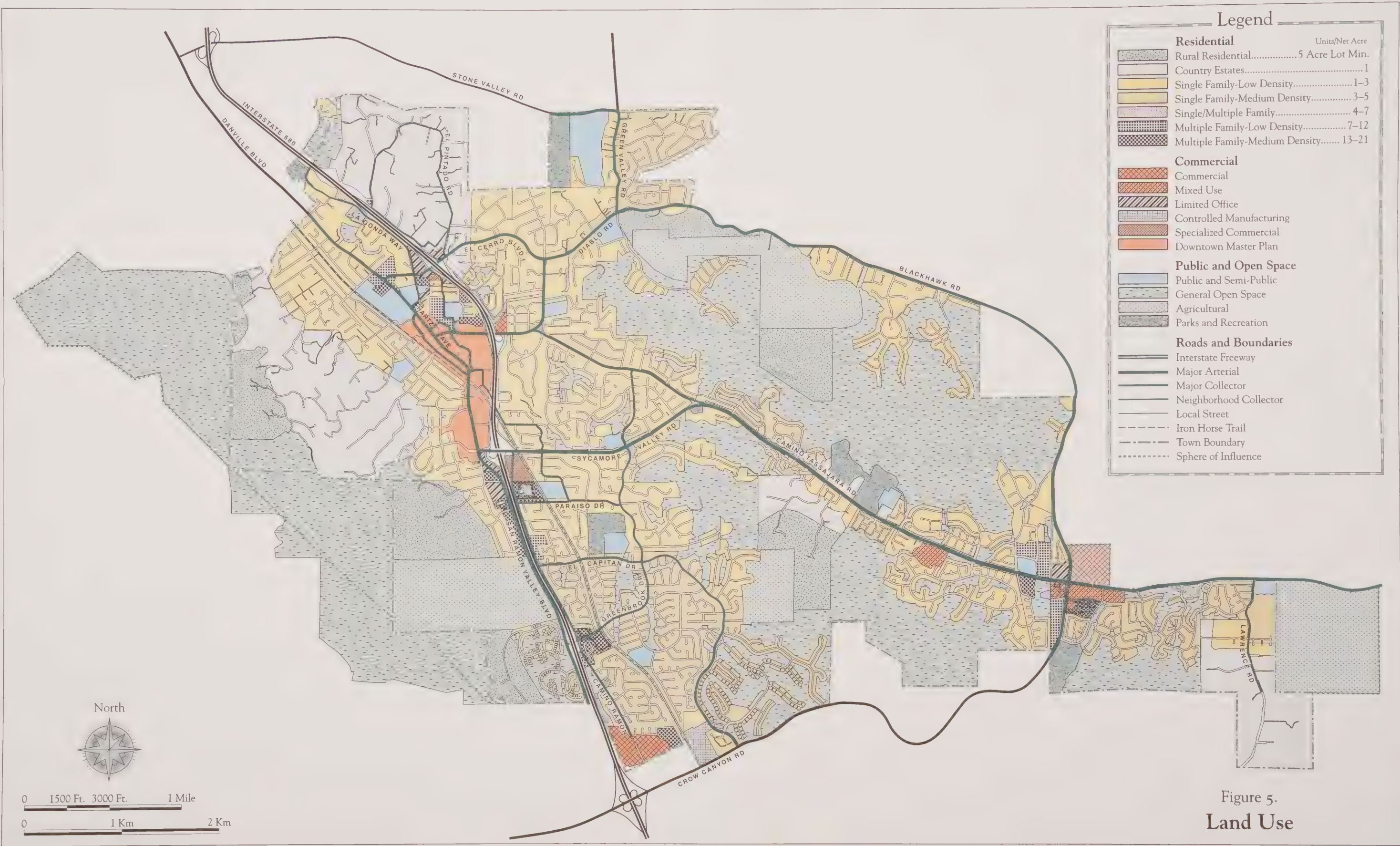
Density: 4 to 7 units per acre.

Zoning: Zoning districts of P-L, D-L, R-6, and M-6 are consistent with the Single Family Residential-Single/Multiple Family designation.

Description: This designation reflects more intense development which may be appropriate as a buffer between single family and multiple family areas or to provide a measure of flexibility for efficient use of land. Housing in these areas will be primarily single family in character but may include the use of patio, zero lot line, attached, duet, or duplex units. Lower density townhouse projects with recreational and open space amenities are also appropriate in this designation. Planning for these areas should emphasize the planned unit development (P-L) approach to provide for reasonable outdoor living areas and common open space and/or recreational areas and facilities.

Multi-Family Residential

Multiple family residential areas are considered as an appropriate transition from commercial and office areas to single family neighborhoods. Such areas are particularly appropriate near shopping and transportation corridors. Multiple family residential areas are generally located in close proximity to the Downtown area or other satellite commercial areas. The objective of this designation is to integrate higher density owner-occupied or rental housing within Danville's suburban texture to provide convenience and affordability which is attrac-





tive to a broad demographic range of buyers and renters, including seniors, young couples, single parents, and singles.

Multiple Family Residential-Low Density

Density: 7 to 12 units per acre. Development below the minimum range of the density scale should not be permitted.

Zoning: Zoning districts of P-L, M-12, and M-6 are consistent with the Multiple Family Residential-Low Density designation.

Description: The Multiple Family Residential-Low Density designation provides for a higher density which is still compatible with the suburban lifestyle. The upper range is the maximum practicable for townhouse development, while the lower end of the range permits the development of cluster housing and patio or zero lot line homes. The emphasis here is on convenient location, transition from residential to commercial uses, and a suburban atmosphere through landscaped setbacks, buffers, and open space areas. Conversion of these areas to lower density residential or to non-residential land uses is strongly discouraged and new development or redevelopment at densities below the lower end of the allowable density range is not permitted.

Community recreational facilities are considered to be desirable and appropriate amenities for new development which occurs within this land use designation.

Multiple Family Residential-Low/Medium Density

Density: 13 to 17 dwelling units per acre. Development below the minimum range of the density scale should not be permitted.

Zoning: Zoning districts of P-1, M-17, and M-12 are consistent with the Multiple Family Residential-Low/Medium Density designation.

Description: This designation is applied to

existing multiple family residential projects built within this density range and to vacant land suitable for multiple family residential development at densities below 18 units per acre. Although proximity to transit and commercial uses is desirable, sites with this designation may be less proximate to transit, shopping, and employment than those designated for High/Medium Density Residential uses.

Central recreational and open space amenities should be an integral part of projects in Low/Medium Density projects. The development of senior and affordable housing should be emphasized and encouraged within these areas. Conversion of these areas to other residential land uses or to non-residential land uses is strongly discouraged. As with other multiple family residential designations, development below the minimum range of the density scale should not be permitted.

Multiple Family Residential-High/Medium Density

Density: 18–22 dwelling units per acre. Development below the minimum range of the density scale should not be permitted.

Zoning: Zoning districts of P-1, M-29, and M-17 are consistent with the Multiple Family Residential-High/Medium Density designation.

Description: This is the highest residential density considered appropriate in Danville. Several projects in the Town have been built in this density range. These areas are typically located near transportation, shopping, and local employment. This designation permits the development of condominiums, apartments, and senior housing combined with varying amounts of open space and landscaping.

Central recreational and open space amenities should be an integral part of higher density projects. The development of senior and affordable housing should be emphasized and encouraged within these areas. Conversion of these areas to other residen-

tial land uses or to non-residential land uses is strongly discouraged and development below the minimum range of the density scale is not permitted.

Commercial Areas

Commercial land uses are divided into five land use designations: Commercial, Specialized Commercial, Limited Office, Controlled Manufacturing, and Mixed Use.

The Commercial and Specialized Commercial designations provide for local shopping and business needs and help to meet a segment of the regional demand for certain types of specialty retail. The Limited Office designation is appropriate for development with smaller, locally oriented office and service uses, as opposed to larger office developments involving regional users. The Limited Office designation is used where services to residents are conveniently provided and is generally associated with other commercial areas. The Controlled Manufacturing designation implies light or “clean” industrial and manufacturing businesses. Basic industries such as food processing and foundries are not permitted. The Mixed Use designation is applied on a site-specific basis to encourage the integration of residential uses in existing commercial development areas or to accommodate multiple uses on a single site.

This Plan encourages the orderly development of businesses and local employment within the framework of basic goals to retain the natural beauty and amenities of Danville. The major commercial area of the Town will continue to be Downtown Danville, along the Hartz Avenue/San Ramon Valley Boulevard corridor south of Love Lane to Sycamore Valley Road.

With a few exceptions, new commercial development east of the I-680 freeway will be limited to those areas where it already exists, such as the Green Valley Center on Diablo Road, the Navlet’s site on Camino Ramon, the Tassajara Crossing area on Camino Tassajara at Crow Canyon, and the Castle Square area on Fostoria Way. A limited range

of low-profile mixed uses may be considered at the Wood Ranch headquarters site. A limited amount of new commercial and mixed use development will be allowed on a case by case basis along San Ramon Valley Boulevard, and in and around the Downtown area.

General Commercial

Density: Building intensity on lands with a Commercial-General Commercial designation varies. Within the Downtown area, the Downtown Business District Ordinance identifies appropriate densities. In other areas, height limitations, parking requirements, and setback and landscaping requirements tend to limit floor area ratios to 0.35 or less.

Zoning: Zoning districts of P-L, RB, and DBD (Downtown Business Districts) are considered to be consistent with the Commercial-General Commercial designation.

Description: The General Plan encourages the expansion and development of commercial and retail uses within appropriate areas to meet the retail and service needs of the local population and maintain a viable commercial base. The General Plan does not envision large-scale regional shopping facilities such as Sun Valley in Concord or Stoneridge in Pleasanton. Smaller centers which meet some regional needs while focusing on local needs are appropriate if done within the context of local character.

Specialized Commercial

Density: Building intensity in Commercial-Specialized Commercial areas is limited by height restrictions, parking requirements, and setback and landscaping requirements, which tend to limit floor area ratios to 0.35 or below.

Zoning: The P-1 zoning district is consistent with the Commercial-Specialized Commercial designation.

Description: This designation is intended for utilization in special cases where it is necessary to restrict or regulate uses beyond those allowed within the General Commercial district. Typically, this district is intended to limit development to specific types of low intensity, low traffic-generating commercial uses or to commercial uses incorporating rustic or small town design themes. Conventional “shopping centers” are not considered appropriate in Commercial-Specialized Commercial areas.

Limited Office

Density: Building intensity in Commercial-Limited Office designated areas is limited by height restrictions, parking requirements, and setback and landscaping requirements, which tend to limit floor area ratios to a range of 0.35 to 0.6, depending upon whether underground parking is utilized. Building intensity in the Downtown area will occur toward the higher end of this range because of special design features and the availability of municipal parking facilities.

Zoning: Zoning districts of P-1 and O-1 are considered to be consistent with the Commercial-Limited Office designation.

Description: The Commercial-Limited Office designation is presently used mainly in and around the Downtown area. This designation is intended to permit general office uses on a minimum lot size of approximately 1/3 acre. These areas will reflect development which is smaller and more residential in scale and character.

Mixed Use

Density: Density and intensity in Commercial-Mixed Use areas will vary depending upon the type or range of uses and will be determined on a site-specific basis. On those mixed use sites where office, commercial and/or retail uses are permitted, height, parking, setback and landscaping requirements will tend to limit floor area ratios to a range of 0.25 to 0.7. On those mixed use sites where

residential uses are allowed, densities of up to 22 dwelling units per acre may be permitted. However, if residential uses are located above commercial or office uses, floor area ratio and height requirements will tend to result in residential densities which are below this maximum.

Zoning: The P-1 zoning district is consistent with the Commercial-Mixed Use designation.

Description: This designation has been created as a means of providing opportunities for residential development within established commercial areas or particular Special Concern Areas. The specific mix of uses and type of development acceptable in each area is described elsewhere in the General Plan (see Pages 60, 64, and 65).

There are several different forms of mixed use development existing or anticipated in Danville. On smaller mixed use sites, such as those so mapped in Downtown Danville, the mixed use designation encourages “vertical intergration” of uses; in other words, residential uses above commercial uses. On the larger mixed use sites, such as Wood Ranch, the designation allows multiple uses on a single parcel, and the uses may be side by side as well as (or instead of) vertically integrated.

Controlled Manufacturing

Density: The maximum allowable floor area ratio is 0.40. Height, setback, landscaping, and parking requirements may impede the ability to achieve the maximum building intensity on any given parcel.

Zoning: The L-1 zoning district is consistent with the Commercial-Controlled Manufacturing designation

Description: This designation provides for a limited number of research and development and light industrial uses. Its application is limited to a small area of existing research and development and general business uses just north of Crow Canyon Road east of the Iron Horse Trail.

Public and Semi-public Areas

Public and Semi-Public

Density: Determined by the underlying zoning district.

Zoning: Public and Semi-Public uses are permitted in all zoning districts.

Description: These include substantial land areas now used for public purposes including schools, libraries, churches, and other community facilities.

Open Space Areas

General Open Space

Density: Within the Town limits, Open Space-General Open Space areas are largely dedicated open space areas, with no development permitted. Within the adopted Sphere of Influence (outside the Town limits), development of those areas designated Open Space-General Open Space may be permitted following annexation at densities consistent with the Town's development guidelines and policies.

Zoning: Zoning districts of P-1 and A-4 are consistent with the Open Space-General Open Space designation.

Description: Within the Town limits, General Open Space lands are those areas permanently protected as open space either through public ownership or enforceable restrictions. The Open Space-General Open Space areas in Danville have been largely created through dedications as a part of the planned unit development approach used for large residential projects throughout the Town.

The Open Space-General Open Space designations outside of the Town limits reflect existing Contra Costa County designations and development potential consistent with the County's current policies for these areas.

Publicly owned parks and open spaces, recreational uses, and agriculture are considered to be

appropriate within this land use category.

Agricultural

Density: Because properties with this designation are bound by Williamson Act contract to remain in agricultural use, a density range is not applicable. In the event that Williamson Act contracts are not renewed, continued agricultural use is encouraged and the underlying zoning density (one unit per 20 acres or one unit per five acres) would apply upon contract expiration.

Zoning: The A-2 zoning district is consistent with the Agricultural Designation.

Description: This land use designation is applied to lands which are currently under Williamson Act Contract or in agricultural use. Generally, these lands include steep and/or unstable slopes and have limited potential for development. Agricultural uses, including grazing, are permitted and encouraged. In the event that Williamson Act contracts for sites with this designation are not renewed, General Plan amendments to permit other uses may be requested. Any changes to the Agricultural designation shall be based on a comprehensive planning study which identifies all constraints associated with development of the site as well as opportunities for continued agricultural, resource management, and open space use.

Parks and Recreation

Density: Determined by the underlying zoning district.

Zoning: Park and Recreational uses are permitted in all zoning districts.

Description: These include land areas now used, or planned, for community and neighborhood parks and other forms of active recreation.

E. SPECIAL CONCERN AREAS

The Special Concern Areas require consideration of planning issues that are unique to a par-

ticular geographic area within the Town. The Special Concern Areas text presented below identifies land use policies not shown on the Land Use Map or reflected in other parts of the General Plan. Figure 7 illustrates the location of each area. Fourteen Special Concern Areas have been identified. Of these, three are located west of the I-680 freeway and 11 are located east of the I-680 freeway. All of the areas present unique planning challenges related to urban design, public services, and growth.

The text in this section also provides direction for sites designated "Mixed Use" on the Land Use Map. Mixed use discussions appear for the Wood Ranch, Downtown, and Thiessen Special Concern Areas (Pages 60, 64, and 65, respectively).

Two of the Special Concern Areas (Wood Ranch and Tassajara Lane/Sherburne Hills) are located within the historic boundaries of the Sycamore Valley Specific Plan area. The Sycamore Valley Specific Plan area included approximately 2,500 acres lying generally along Camino Tassajara between Sycamore Valley Road and Crow Canyon Road. County approval of the Specific Plan was re-affirmed by the Town shortly following incorporation in 1982. The area is now largely built out and the Specific Plan was incorporated by reference into the Danville 2005 General Plan to guide the development of the few remaining vacant sites. All development standards contained in the Sycamore Valley Specific Plan are appropriate and shall continue to apply to any further development to be approved in that area.

As the remaining vacant or underdeveloped sites in the Sycamore Valley Specific Plan area develop, densities exceeding what was anticipated by the Specific Plan may be considered. Any project which increases the number of allowable units within the Specific Plan area would be subject to several special conditions. First, the project would need to provide funding for area improvements that are now deemed necessary but which were either unfunded or only partially funded through the Sycamore Valley Assessment District. Second, dedi-

cation of land to accommodate the ultimate right-of-way of Camino Tassajara would be required. Third, dedication of easements for trails or trail staging areas would be required. Fourth, such projects would be required to participate in Townwide Landscape and Lighting Assessment Districts.

In addition to the Sycamore Valley Plan, a 1992 Specific Plan for Lawrence/Leema Road applies within the Middle and Southern Lawrence Road area, one of the Special Concern Areas discussed below. Applicable provisions of the Plan are discussed in the Special Concern Area text.

EL PINTADO

The El Pintado area encompasses over 500 acres of land lying east of the I-680 freeway and north of El Cerro Boulevard. The area consists of more than 200 parcels ranging in size from less than one-half acre to more than ten acres. Although most of these parcels are developed, a limited number have the potential to be further subdivided based on their zoning and General Plan land use designations. The area has developed gradually over the past 50 years, originating with large-lot ranchettes and evolving into a mix of older ranch homes and newer country estates. Large minimum lot size requirements and the absence of major subdivisions have helped the area retain its rural character. However, parts of the neighborhood have taken on a more suburban feel as road improvements have been made and contemporary housing styles have been introduced.

The entire El Pintado area has a Single Family Residential-Country Estates designation in the 2010 Plan. Although the designation permits up to one home per acre, only a portion of the El Pintado area should be zoned and developed at the maximum end of the density range. More intense development of the area is constrained by a number of factors, including steep terrain, drainage problems, access limitations, and neighborhood compatibility considerations. Suburban densities

would also compromise the unique character of the area and require road improvements that are not desired by area residents.

Much of the El Pintado area should remain zoned to maintain minimum lot sizes in the 65,000 and 100,000 square foot ranges (i.e., the minimum lot size respectively called for in the R-65 and R-100 zoning districts). Even under this criteria, the potential exists for additional lot splits and small-scale subdivisions. Such projects should be designed to preserve the country feel of the neighborhood and maintain the ambience of the area. To the extent feasible, new homes should blend with the natural landscape, conserve the privacy of adjacent neighbors, and minimize visual impacts. "Hobby farming," livestock, and equestrian activities are considered appropriate in this area and should be allowed to continue.

Road and infrastructure standards in the El Pintado area should reflect the desire to keep the neighborhood rural. This applies both to El Pintado Road itself and to new streets or driveways that may be constructed to access new lots. Wide streets with curbs, sidewalks, and street lights are inappropriate in this area.

Great care should be taken to retain the "country lane" character of El Pintado Road. A program to repave and, where necessary, realign the road to accommodate an all-weather unpaved trail along one side, should be implemented following the adoption of the 2010 Plan. Portions of the right-of-way are currently wide enough to support a trail; in other areas, the trail would need to be dedicated as a condition of future development approval, or acquired from property owners through easements or purchase. A committee of El Pintado area property owners has been created to address this issue. The Town will work with this committee to ensure that the trail plans are sensitive to the concerns of the affected neighbors, and that they serve the balance of the requirements related to safety and aesthetics.

Storm drainage improvements are also needed

and extension of water and sewer service to a number of homes on private wells and septic tanks would be desirable and necessary. Such improvements should be designed based on the existing development potential of the area and should not be "oversized" or otherwise designed in a way that might induce additional growth.

DIABLO/GREEN VALLEY/STONE VALLEY CORRIDOR

This corridor extends more than two miles from the Diablo Road interchange at the I-680 freeway to the Town limits at Stone Valley Road. There are approximately 150 parcels with frontage along Diablo Road or Green Valley Road in this corridor, the majority of which contain single family residences on lots of 1/4 to 1/2 acre. Substantial areas along the corridor have been developed with institutional uses, including four public schools, several senior care and child care facilities, a church, and a fire station. A number of parcels are vacant or in casual agricultural use and proposals for their development are likely during the next decade.

The corridor includes several distinct segments as it winds in a northeasterly direction from the freeway to eastern Alamo. The short east-west segment from the Green Valley Shopping Center to Camino Tassajara is essentially built out, with little potential for change on either side of the road. The wooded, residential character of this area should be retained.

The north-south segment of Diablo Road between its intersections with Camino Tassajara and El Cerro Boulevard includes a number of parcels with development potential, particularly near the El Cerro Boulevard intersection. The General Plan designates this entire segment for Single Family Residential-Low Density uses. Vacant or underutilized parcels in this area should develop in a manner that is compatible with existing residential uses in the area. To the extent feasible, development on such parcels should not increase the

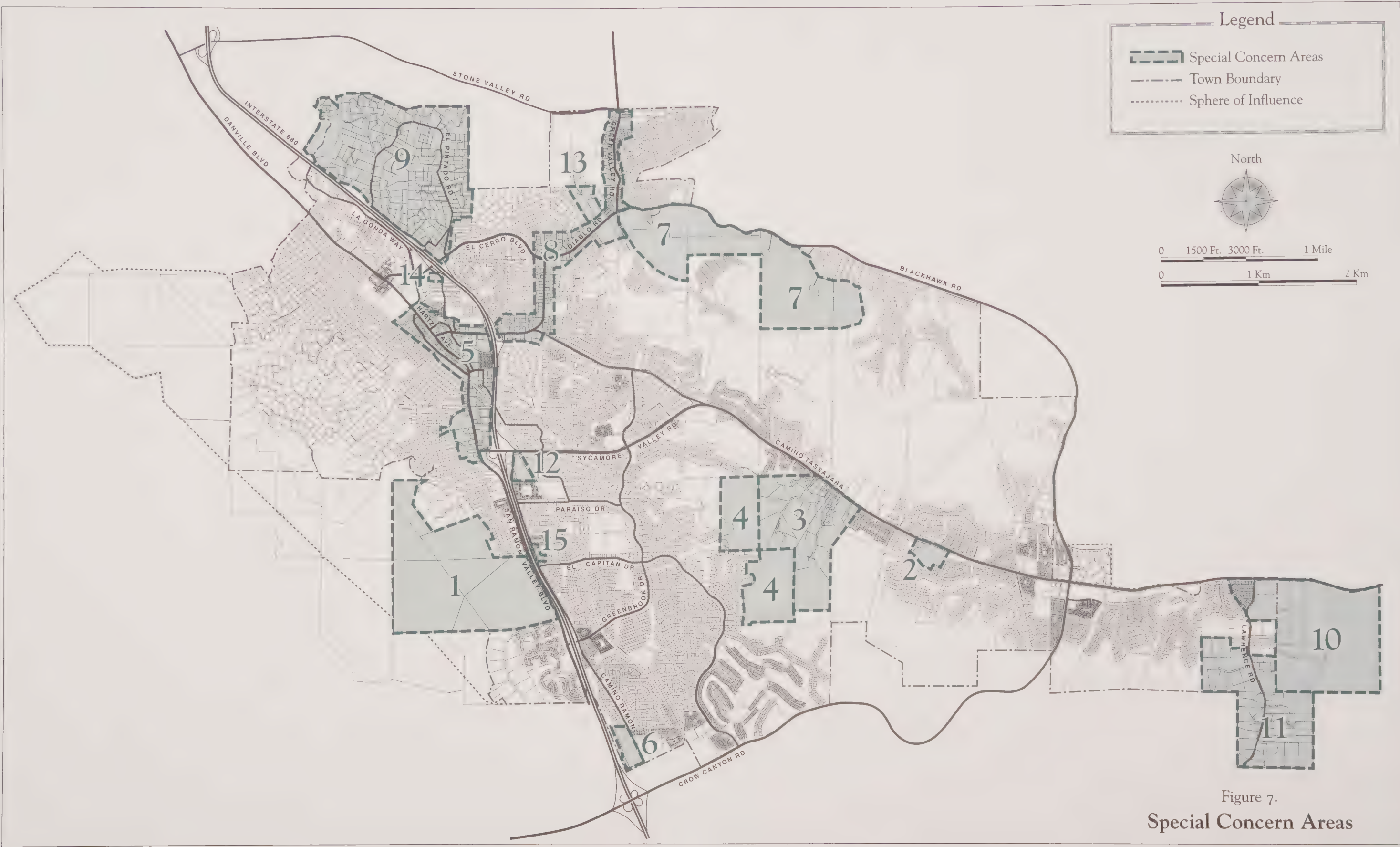


Figure 7.
Special Concern Areas

number of ingress and egress points to Diablo Road. New commercial or institutional uses are not considered appropriate in this area, nor are higher density residential uses.

The east-west segment of Diablo Road between its intersections with El Cerro Boulevard and Green Valley Road includes the most congested link of the corridor, as well as the sites of its most recent developments. The area provides direct access to Green Valley School, a fire station, and two senior care facilities. Most of the residences on this segment of the corridor are accessed from other streets and have rear yard walls facing Diablo Road. This segment of the corridor is largely built out, although the potential for additional development exists on the Weber property (see discussion below). Further intensification of uses along this segment is discouraged due to the congested conditions and concentration of traffic-generating uses. Additional driveway access or road cuts to Diablo Road are also strongly discouraged.

The north-south section of Green Valley Road from Diablo Road to Stone Valley Road, and the east-west section of Stone Valley along the Town boundary, is the longest segment of the corridor and one with some potential for change in the future. This segment provides access to Los Cerros Middle School and Monte Vista High School and includes a large number of older single family homes fronting directly on Green Valley Road. Some of the parcels are quite large and have the potential for subdivision. As such projects occur, care should also be taken to preserve the semi-rural character of the area and to avoid homes which are inappropriately dense or large relative to the lot size.

Potential solutions to ease congestion in the corridor should continue to be explored, with an emphasis on solutions that do not widen the road or otherwise increase its carrying capacity. Some sections of Diablo Road are now carrying nearly 20,000 vehicles per day, an increase of 80 percent since 1987. Programs which appropriately stagger hours at the schools, shift student-related traffic to

buses, consider changes to school service area boundaries, and/or divert through-traffic to less congested routes should be considered and encouraged in the future.

WEBER PROPERTY

The Weber property is a 15-acre parcel located between Matadera Way and Blemer Road. It is one of the largest flat vacant parcels remaining in the Town and is abutted on all sides by existing development. The property provides an opportunity for a quality residential development as well as a circulation link between Matadera and Blemer Roads.

The property has been designated for Single Family Residential-Low Density uses in the General Plan. Several important factors should be taken into consideration as development plans for the property are considered.

The circulation plan for the site should be linked with the elimination of access from Hill Road to Diablo Road. A connection between Matadera and Blemer Roads should be incorporated, providing a new means of access to Hill Road and alleviating traffic congestion at the Green Valley/Diablo Road intersection. The new road should be designed to balance the needs of vehicles accessing the three area schools, pedestrians (including children walking to school), bicyclists, and future residents of the development. Road design should incorporate appropriate traffic calming measures. Depending on projected traffic volumes, it may be appropriate to restrict driveway access from new single family homes to the new road. Development plans should also consider opportunities for improved public access to Oak Hill Park, which abuts the site to the north.

Development on the site should also be compatible with the adjacent single family neighborhoods. Densities should generally be in the range of the surrounding residential areas along Matadera Way and Blemer Road.

MAGEE RANCH

The Magee Ranch Special Concern Area encompasses nearly 500 acres along the south side of Diablo Road extending about two miles east from the Green Valley Road/Diablo Road intersection.

Magee Ranch contains some of the most spectacular and unique scenery in Danville, including oak-covered hillsides, ravines and creeks, and pastoral grazing land. As the gateway to Mt. Diablo State Park, Diablo Road itself is an important scenic corridor. Despite the considerable volumes of traffic carried by the two-lane roadway, it retains the flavor of an ambling country road. The Town strongly supports retention of this character and protection of the views and vistas from the road.

The ranch itself includes a variety of settings, ranging from relatively flat pasture near Diablo Road to very steep hillsides and ridgelines. A substantial portion of the Special Concern Area contains slopes exceeding 30 percent. Portions of the ranch are characterized by unstable soils and landslide hazards. The ranch also contains important plant and animal habitat, including extensive stands of valley oak and riparian areas along Green Valley Creek. Development is further constrained by traffic congestion along nearby roads, particularly in the Green Valley Road/Diablo corridor to the west.

The 2010 Plan designates a majority of Magee Ranch, including most of the hillside areas, for agricultural use. Application of the Williamson Act to retain these areas for grazing is strongly supported. Consistent with the Danville 2005 General Plan, nearly half of the site has been designated for rural residential uses, with maximum densities of one unit per five acres. About five acres of the ranch located immediately opposite and south of St. Timothy's Church has been designated for Single Family Residential-Low Density, also consistent with the previous Plan. Development proposals that would increase the overall development potential of the site beyond this level are discouraged. However, proposals which transfer the allowable number of homes to the least sensitive and

obtrusive parts of the site are encouraged. If future General Plan amendments are considered, the parkland development standard applied should be consistent with the directive of the Dougherty Valley Settlement Agreement (i.e., a minimum of 6.5 improved parkland acres per 1,000 residents).

As on the other large undeveloped hillside sites in Danville, protection of scenic slopes and ridgelines is imperative. Despite the A-2 (General Agricultural) zoning on much of the site, subdivision of this Special Concern Area into five-acre "ranchette" sites similar to those in the Tassajara Lane/Sherburne Hills area is strongly discouraged. Such development would require grading and road construction that could substantially diminish the visual qualities of the area. On the other hand, transferring allowable densities to a limited number of areas within the ranch would enable the bulk of the site to be set aside as permanent open space. This would also provide opportunities to establish park and trail connections and to preserve wildlife corridors between this area and the Sycamore Valley Open Space.

TASSAJARA VALLEY

The Tassajara Valley extends along the south side of Camino Tassajara from Lawrence Road east for a distance of about a mile. The area encompasses about 400 acres, most of which is in unincorporated Contra Costa County beyond the Town limits but within its Sphere of Influence. The western edge of the area includes the 44-acre California Meadows project, approved by the County and annexed to the Town in 1998. The eastern edge of the area includes the proposed 165-acre Wendt Ranch development. The intervening lands between California Meadows and Wendt Ranch generally consist of large agricultural parcels, most of which are used for pasture and grazing.

The 2010 Plan designates the area east of California Meadows for agricultural uses, consistent with the current land use designation for the area in the Contra Costa County General Plan. How-

ever, with the recent approval of the Shapell/Wendt Ranch project by Contra Costa County, a “gap” of nearly 200 acres between Wendt Ranch and California Meadows has been created. This has prompted a request for a County General Plan Amendment Study to consider the merits of permitting development of the intervening lands. If, at some point in the future, all or part of the area is annexed by Danville, the Town’s General Plan would need to be amended to indicate appropriate residential densities on these parcels. It is anticipated that the development applications will propose medium density single family uses on the developable portions of the intervening lands.

Development on Wendt Ranch and the intervening lands, if approved, could generate substantial demand for urban services and have significant impacts on roads and utilities. These impacts should be mitigated to the full extent of the law. Based on the number of homes that are anticipated to be pursued, the Town has identified the need for a community park, completion of a planned middle school, and the development of an additional elementary school for the area. A minimum range of 40 to 45 acres should be set aside for these purposes as development proposals are processed.

Development of the intervening lands should conform to the traffic level of service standards and other performance standards dictated by the Dougherty Valley Settlement Agreement and the Action Plan for Routes of Regional Significance. Additionally, development should conform to the Town of Danville’s grading and design standards (rather than simply those of Contra Costa County).

Agricultural uses and current land use designations should remain on the intervening lands as long as feasible. However, if and when development applications are made, future projects should respect the terrain of the area. Development should be concentrated on the flatter areas, with the hillier terrain set aside as open space. Large-scale grading is strongly discouraged. Only projects that have substantial amenities, utilize highest quality archi-

tectural features, and which overall would contribute to Danville’s character should be considered.

Beyond Wendt Ranch, the Town strongly supports the conservation of agricultural land in the Tassajara Valley. The Town is committed to working with Contra Costa County and local landowners to explore ways to ensure the long-term viability of agricultural uses in the Tassajara Valley.

MIDDLE AND SOUTHERN LAWRENCE ROAD

This Special Concern Area includes about 250 acres located along the southern end of Lawrence Road. The area is rural and agricultural and includes about 60 parcels ranging in size from one acre to about 17 acres. The area was annexed to the Town of Danville in 1991, primarily to assist residents in securing public water service. The Lawrence/Leema Road Specific Plan, which encompassed this area, was adopted in 1992 and subsequently amended in 1994. The Specific Plan remains valid and should continue to guide future land use decisions in this area. The Specific Plan is adopted by reference into the 2010 Plan.

The Middle and Southern Lawrence Road area contains many development constraints, including steep slopes, landslide hazards, limited access, and a fragmented land ownership pattern. Residents of the area strongly favor retaining its rural character and sustaining the existing land use pattern. The General Plan designates the area for Single Family Residential-Country Estates. However, development at the high end of the density range (i.e., one home per acre) is not appropriate in a majority of the area. On the hillier terrain, larger lot zoning (100,000 square foot minimum) should remain in place and development should conform to the provisions of the Scenic Hillside and Major Ridgeline Development Ordinance.

Lawrence Road will not be extended southward, either to accommodate additional development or to provide a connection to the Dougherty Valley. The narrow right-of-way, rural road design, and

desire to retain the character of the surrounding area provide compelling reasons to retain the “dead end” in its current location. Construction of a cul-de-sac at the terminus of Lawrence Road is recommended and development of a staging area should be explored in the event that trail connections to regional parklands to the south can be provided. A trail link from Lawrence Road to Dougherty Valley should be pursued in the future, provided that its design and alignment are compatible with the area’s current role as a migratory corridor for wildlife.

WOOD RANCH HEADQUARTERS

The 17-acre Wood Ranch headquarters has served as the center of the Wood family farming business since 1862. The property includes a dwelling built in 1853, plus several other buildings of historic value. In the past, interest has been expressed about the prospect of a museum on the site. The Wood family has previously indicated a willingness, under certain conditions, to donate a portion of the site for such a facility.

The Town encourages the planned unit development approach in this area. Future development should preserve some of the historic buildings and incorporate a museum, provided that a government agency or local nonprofit organization capable of operating such a museum can be identified. The remainder of the Wood Ranch site may be developed with a variety of low-profile mixed uses, including housing, offices, and a limited range of specialty commercial uses such as bed and breakfast lodging. Because of the proximity of the site to established residential areas and its unique and historic qualities, large-scale community retail or general commercial uses are not considered appropriate. Proposals which accommodate mixed uses such as housing and commercial development may be considered, provided that the uses are compatible with adjacent land uses. In any event, the project as a whole should incorporate building and landscape designs that are compatible with surrounding uses.

Uses which capitalize on the site’s historic ambience should be encouraged. Designs which incorporate the creek as a public amenity and which preserve the mature trees and vegetation screen between the site and Camino Tassajara also are encouraged. Uses with the potential to generate large amounts of traffic are discouraged. If housing is included on the Wood Ranch site, opportunities to meet some of the special housing needs identified in the Town’s Housing Element should be explored.

TASSAJARA LANE/SHERBURNE HILLS ROAD

This is an area of existing ranchettes south of Camino Tassajara. It contains approximately 250 acres of parcels varying in size from one-fifth of an acre to 30 acres. Tassajara Lane provides access to the western part of the area while Sherburne Hills Road provides primary access to the east. Sycamore Creek further divides this area into a flatter, northern section along Camino Tassajara and a steeper southern section backing up to, and over, the crest of the Sherburne Hills. Recent subdivision approvals in the area have resulted in two additional vehicular connections to Camino Tassajara. Both are envisioned to be temporary connections that will be closed once development in the area has been completed.

The area was subdivided into large homesites long before Danville incorporated and before the adjacent area in the Sycamore Valley was developed. Its past development has been complicated by multiple ownerships, steep terrain, geologic hazards, narrow roads, and water and sewer service limitations. Prior to incorporation, a pattern of piecemeal development with minor subdivisions occurred in parts of the area, exacerbating the access and service problems. In spite of these constraints, the area has remained desirable due to its rural character, large homesites, and sweeping vistas.

The Danville 2005 General Plan proposed a strategy for transferring densities in this area from the steeper parcels to the flatter lands along Camino Tassajara. A master planned unit development

approach was promoted, with cluster development recommended as a means of conserving the hill-sides as open space. After the 2005 Plan was adopted, three major subdivisions were approved and constructed on the flatter lands and most of the area's ultimate development potential was realized. The steeper areas continue to develop incrementally at Country Estate or Rural Residential densities. Many of the infrastructure needs identified in the 2005 Plan still need to be satisfied.

The Town has identified the following capital improvement needs in the Tassajara Lane/Sherburne Hills area:

- Architectural sound walls and landscaping along Camino Tassajara and at the Tassajara Lane and Sherburne Hills Road entry points.
- Improvements to Sycamore Creek, including a creekside trail and flood capacity improvements.
- Signalization of the Tassajara Lane/Camino Tassajara intersection.
- Improvements to the bridges across Sycamore Creek at Tassajara Lane and Sherburne Hills Road.
- Improvements to water lines, storm drains, and other basic utilities.

Some of these needs were identified by the 2005 Plan, and some are newly identified. Creation of a Fee Benefit District, or its equivalent, to finance these improvements should be considered once cost estimates have been developed.

General Plan designations in the area allow Rural Residential densities at the higher elevations (above 650 feet), Country Estate densities between the creek and the 650-foot elevation, and Single Family-Low densities (up to three units per acre) between Sycamore Creek and Camino Tassajara. The maximum densities for the Rural Residential and Country Estate lands will most likely not be realized due to terrain and geologic constraints. Subdivision and development of the remaining vacant land should strive to maintain the character of the area, conserve the steeper slopes as open space, and minimize grading and vegetation removal. With acknowledgement that most of the

development potential in this area has been realized through recent subdivision activity, the previous provisions for density transfers/density increases provided for under the 2005 Plan have not been carried forward to the 2010 Plan.

ELWORTHY EAST/BOLERO

This Special Concern Area contains about 175 acres and is located north and east of the Greenbrook area and west of the Sherburne Hills ridgeline. The area is made up of two separate open space properties that are presently used as grazing land. The northerly property encompasses about 75 acres and is located at the eastern terminus of Bolero Drive and south of Tunbridge Road. The southerly property encompasses about 100 acres and is located at the eastern terminus of Borica Drive and to the north of Crow Canyon Country Club. The two properties are connected at a narrow point just north of Borica Drive. The parcels in this Special Concern Area are remnants of former ranchlands that were left behind when the flatter areas to the west were subdivided.

Development of the area is constrained by steep terrain, difficult access, geologic hazards, natural springs and seepages, and drainage and visual sensitivity problems. A substantial part of the area contains slopes that exceed 30 percent and much of the area is within 100 vertical feet of a major ridgeline and is therefore covered by the Town's Scenic Hillside and Major Ridgeline Development Ordinance. As adjacent areas have developed, this area has gained importance as a visual resource. The open hillsides help define the character of nearby neighborhoods and provide a natural separator between the Greenbrook/Sycamore area and the Sycamore Valley on the other side of the ridge.

With these factors in mind, the majority of this Special Concern Area has been designated for continued agricultural and open space use in the General Plan. A small area at the end of Bolero Drive, previously zoned to allow lots as small as 15,000 square feet, continues to be designated for Single

Family Residential-Low Density use.

Because the Bolero site is not under a Williamson Act contract, and because a Notice of Non-renewal has been filed on the Elworthy East/Borica site, it is possible that General Plan amendment studies may be pursued in this area during the coming decade. Such applications would be subject to comprehensive environmental review to further identify site opportunities and constraints. The development potential of these properties is limited because of the potential for significant adverse effects on the surrounding areas, fire hazards, and the environmental constraints inherent to the sites. Existing regulations, including the Scenic Hillside and Major Ridgeline Development Ordinance, will limit the total number of homes that could be considered on these properties.

If a limited amount of development is proposed in the future, mitigation of drainage, access, and urban service impacts will be required. Such proposals should only be considered if substantial portions of the site, including the steeper slopes and ridgelines, are designated as permanent open space. The visual sensitivity of these lands must be a paramount consideration in any future plan. Development, if any, should be as unobtrusive as possible and should preserve the unique qualities of these sites. Opportunities for trail linkages to the Sycamore Valley area are strongly encouraged and should be incorporated in any proposals for future development. If future General Plan amendments are considered, the parkland development standard applied should be consistent with the directive of the Dougherty Valley Settlement Agreement (i.e., a minimum of 6.5 improved parkland acres per 1,000 residents).

BOREL PROPERTY

The Borel Property is a 17-acre Special Concern Area located along the north side of Fostoria Way between Camino Ramon and the I-680 freeway. The site is the last undeveloped parcel within a 66-acre area that was developed with retail and residential uses during the late 1980s and early

1990s. The property presently contains a walnut orchard and is under a Williamson Act contract.

Because of the site's high visibility from the I-680 freeway and its proximity to adjacent commercial development, it remains a viable location for destination commercial uses such as a hotel or specialty retail center. Future development should establish appropriate buffers between the site and the residential area to the north. Traffic studies should be conducted to determine appropriate provisions for ingress and egress on Fostoria Way and Camino Ramon. In the interim period, the existing agricultural activities will remain in place.

NAVLET'S SITE

The 7.7-acre Navlet's site is located along the east side of Camino Ramon, just south of Sycamore Valley Road. The property has been used as a nursery and garden supply center for several decades. As the east side of Danville has developed, more intensive uses of the site have become viable and are now being explored. A General Plan Amendment Study has been authorized for the site.

The General Plan Amendment Study ultimately processed for the Navlet's site may consider uses that would be in keeping with the site's location in a transitional area between the freeway and residential neighborhoods. The goal in developing the site is to achieve uses which are complementary to (rather than duplicative of) those found in Downtown Danville. Redevelopment of the site with high traffic-generating uses such as auto-oriented neighborhood or community shopping centers is not considered appropriate due to the site's size, orientation, access constraints, and proximity to residential areas that might be adversely affected by such uses. Regardless of the use, any future redevelopment on the site should include access links to the Iron Horse Trail and should be sensitive to nearby neighborhoods. Access to the site from Sycamore Valley Road should be prohibited and appropriate ingress and egress improvements along Camino Ramon should be required.

ELWORTHY WEST/PODVA

The Elworthy West/Podva area includes two of the largest undeveloped properties in Danville. The area encompasses approximately 531 acres extending from San Ramon Valley Boulevard west to the Town boundary. The two properties are in agricultural use. The larger of the properties, referred to as the Elworthy West property, is under a Williamson Act contract. A Notice of Non-renewal for this contract has been filed.

Elworthy West/Podva consists of gentle to steep grassy hillsides, with mature oaks and other trees along the ravines that cross the site. The open hillsides are an important resource for the Town of Danville, providing a scenic backdrop for many neighborhoods and habitat for a diverse array of wildlife. The area was designated for agricultural and rural residential uses under the Danville 2005 General Plan. The possibilities for development are constrained by geologic hazards, including unstable slopes and seismic zones on the Elworthy West property.

At the time the Danville 2010 General Plan was adopted, a General Plan Amendment Study was actively under review for the Elworthy West property. Danville's primary goal in this area is to ensure that future development, if and when approved, occurs with minimal visual impact and very little change to the natural features that define this site. Future land use decisions on Elworthy West/Podva must reflect the area's environmental constraints and should acknowledge the importance of this area as a visual and open space resource for the entire Town. As the last major area of undeveloped land on Danville's west side, the properties provide an important link to the adjoining regional park (Las Trampas Ridge) and watershed lands beyond the ridge. The properties offer significant opportunities for trail connections between Danville and the regional park system.

Much of the Elworthy West/Podva area is considered unsuitable for development and should be retained as permanent open space or permitted to

develop at very low residential densities only. The higher elevations, the steeper slopes and ravines, areas of potential geologic instability, and the most visually prominent parts of the site should remain undeveloped. Proposals for extensive cut and fill to accommodate development of the steeper areas of both the Elworthy West and Podva sites are considered inappropriate and should be avoided.

Opportunities for a limited amount of residential development may be appropriate on the flatter portions of the site, particularly along San Ramon Valley Boulevard where such development would form a link between the California Chateau neighborhood to the south and the Ocho Rios and Morris Ranch/Podva/Town & Country areas to the north. A range of residential densities may be considered, provided that the visual impacts of such development are kept to a minimum and the densities are compatible with adjacent development to the north and south. The maximum elevation of any development considered on the site should respect the elevation of development to the north and south of the site and should rise and fall to parallel the contour of the ridgeline. This will help retain a more natural appearance and retain the overall visual profile of Danville's west side. The presence of two existing small commercial sites within the property will also need to be considered in any development plan.

Any future development applications considered for this area should include substantial provisions for active and passive recreation. If future General Plan amendments are considered, active parkland must be provided at a ratio consistent with the directive of the Dougherty Valley Settlement Agreement (i.e., a minimum of 6.5 improved parkland acreage per 1,000 residents). Plans for additional parkland to meet recreational needs on Danville's west side should also be considered in this area. Passive parkland should include trail connections to Las Trampas Ridge and extensive areas for resource conservation and habitat preservation.

The applicant for this area's initial develop-

Figure 8.
Downtown Danville Land Use District Summary

District	Character	Maximum Intensity/ Density	Key development Requirements ^(A)
1 Old Town	Intensely developed, pedestrian-oriented core area of retail, service commercial, and service office uses	FAR ^(B) : 0.8	75 % of total ground floor space must be retail/ restaurant.
2 Old Town Retail Transition	Transitional area between Old Town and adjacent mixed use and commercial areas. Needs of pedestrians/autos are balanced.	FAR: 0.8	25 % of the total ground floor space must be retail/ restaurant/service and service commercial.
3 Old Town Mixed Use	Similar to Area 1, but broader range of uses are permitted.	FAR: 0.65	—
4 Resident-Serving Commercial	General commercial uses serving the community which are not compatible with a traditional downtown setting.	FAR: 0.5	—
5 Commercial - Residential Mixed Use	Applies to former school site, subsequently developed with the library, community center, and residential project.	FAR: 0.5	
6 Offices	Professional and business offices, generally not associated with retail sales.	FAR: 0.65	—
7 Retail	General retail services, more auto-oriented than Areas 1 and 2, larger parcels than Area 4. Includes traditional shopping centers.	FAR: 0.35	—
8 Retail-Office	Applies to the Livery and Mercantile Shopping Center only.	FAR: 0.35	—
9 Multi-Family Residential	Medium density residential areas.	Up to 22 units per acre, excluding density bonuses	
10 Commercial-Mixed Use	Allows for the development of office and/or retail uses. Site specific uses to be established through the site's rezoning.		Site specific development criteria to be established through rezoning.

^(A) This is only a partial list of the development requirements for the Downtown area. Each area is subject to additional requirements, including but not limited to height, setback, and parking requirements. Permitted and conditional uses in each District are established in the Ordinance.

^(B) FAR = floor area ratio.

Growth Management

A. SETTING

The premise of growth management is that development pays its own way and sufficient public services and facilities be committed and/or in place before additional development is approved. The Danville 2005 General Plan supported this concept and the current Plan contains a number of goals and policies that reinforce the Town's commitment to managed growth.

BACKGROUND

In 1988, Contra Costa County voters approved Measure C, the Contra Costa Transportation Improvement and Growth Management Program. The Measure responded to concerns throughout the County about the ability of local governments and service providers to mitigate the impacts of rapid development. Measure C required all cities in Contra Costa County, and the County itself, to adopt a variety of growth management strategies. These strategies strive to maintain the quality of life by reducing congestion on streets and highways, balancing growth with infrastructure and public service capacity, and ensuring that development pays its way through impact fees and mitigation. The Town implements these strategies in cooperation with the Contra Costa Transportation Authority (CCTA), the legislative body charged with overseeing the County growth management program. The Town has representation on the CCTA Board and is an active participant in its subcommittees.

Measure C increased the countywide sales tax by one-half cent, with the additional revenue allocated to a list of specific transportation improvements. Measure C stipulated that 18 percent of the revenue be returned to cities and towns to implement local growth management programs. These programs include adoption of a General Plan "Growth Management Element" containing traffic level of service standards and performance stan-

dards for parks, fire, police, sanitary sewer, water, and flood control facilities. Under Measure C, Contra Costa County cities (and the County itself) were also required to adopt a Transportation Demand Management Program and required to maintain a five-year Capital Improvement Program. In addition, Measure C requires the cities and the County to address job opportunities and housing options, and participate in regional transportation planning.

The specific level of service standards required by Measure C were first defined in the Growth Management Element adopted by the Town in 1991. Specific implementation measures or programs followed each performance standard in that document. Many of these measures addressed coordination with the County, special districts, adjacent cities, and regional transportation and planning agencies. The Growth Management Element is included as Appendix A to the 2010 Plan, and its performance standards are summarized later in this sub-chapter.

The Growth Management Element neither tries to speed up or delay growth in Danville. Its intent is to establish a comprehensive, long-range program that matches the demand for new development with capital improvement programs, development mitigation, and financing mechanisms.

In 1995, several years after the adoption of the Growth Management Element, the Association of Bay Area Governments and the Bay Area Air Quality Management District funded a subregional planning effort involving the Town of Danville, the cities of Dublin, Livermore, Pleasanton, San Ramon, and the counties of Alameda and Contra Costa. These seven jurisdictions had a history of working collaboratively to address transportation issues and expanded this effort to address a broader range of topics concerning the future of the Tri-Valley area. The effort culminated in the "Tri-Valley Subregional Planning Strategy." The Strategy includes objectives and policies addressing the following five subjects:

- Location and Intensity of Urban Development
- Natural Resources
- Transportation
- Housing
- Economic Development

One of the Strategy's goals was that local governments incorporate the subregional objectives and policies into their own general plans. Consequently, during the 1998–1999 update of its General Plan, the Town of Danville identified relevant parts of the Tri-Valley Subregional Planning Strategy that were not already covered in its own General Plan. Several goals and policies, primarily dealing with environmental quality, transportation, jobs-housing balance issues, and regional cooperation, were added to the 2010 Plan in response.

Growth management provisions are also contained in the Dougherty Valley Settlement Agreement, executed between the Town of Danville, the City of San Ramon, and Contra Costa County in 1994. The Settlement Agreement followed the County's approval of a Specific Plan that would allow development of up to 11,000 homes on the Gale and Windemere Ranches southeast of Danville. The Settlement Agreement allows an initial level of development of up to 8,500 homes if specific performance standards for facilities and services such as parks, schools, roads, and police are met. Residential development beyond this limit will require additional environmental studies.

Although it is envisioned that San Ramon will eventually annex the Dougherty Valley area, development in and around Dougherty Valley will impact traffic on Danville roadways and demand for local services in Danville. Consequently, the Settlement Agreement includes provisions for subregional transportation impact fees and other measures for facilities and services which more completely mitigate development impacts. It also requires that General Plan amendments in the area approved by Contra Costa County, Danville, or San Ramon meet the most stringent performance standards of the three jurisdictions in place when the

Settlement Agreement was executed. For example, the parkland dedication requirement for projects receiving General Plan amendments is based on the City of San Ramon's standard of 6.5 acres per 1,000 residents rather than the 5 acres per 1,000 standard adopted by Danville through the 2005 Plan and the Growth Management Element.

TRAFFIC SERVICE STANDARDS AND PROGRAMS

The Contra Costa Transportation Authority (CCTA) has established acceptable levels of service for rural, semi-rural, suburban, urban and central business district land use designations. With the adoption of Town Council Resolution No. 236-89, the Town adopted the CCTA standards in modified form. The Resolution modified the "Urban" definition to mean mid-range Level of Service D, with a corresponding volume-to-capacity (V/C) ratio of 0.83 to 0.87. With that modification, the adopted traffic level of service standards for Danville are shown in Figure 9.

Figure 9.
Adopted Traffic Level Of Service Standards
In Danville

Land Use	Level of Service (LOS)	Volume to Capacity (V/C) Ratios
Rural	Low C	.70–.74
Semi-Rural	High C	.75–.79
Suburban	Low D	.80–.84
Urban	Mid-range D	.83–.87
Central Business District	Low E	.90–.94



Definitions of the different levels of service are found in the General Plan Glossary. All roads in Danville were subsequently classified as “Urban” and must meet the Urban Level of Service standard. The following specific standards apply:

A. Performance Standard: The operating level of service on arterials, collectors, and intersections during peak hours may be no worse than mid-range “D.”

B. Routes of Regional Significance: Danville Boulevard/Hartz Avenue/San Ramon Valley Boulevard, Sycamore Valley Road (east of San Ramon Valley Boulevard), Camino Tassajara (from Sycamore Valley to the Town’s easterly limit), and Crow Canyon Road are designated Routes of Regional Significance.

C. Basic Routes: All other roads in the Town are classified as Basic Routes.

D. Application of Standards: The volume-to-capacity (V/C) ratio of 0.83 to 0.87 applies to all

signalized intersections on Basic Routes. Level of Service standards are considered to be met if:

- i. Measurement of actual conditions at the intersection indicates that the operations are equivalent to, or better than, those specified in the standard; or
- ii. The Town’s five-year Capital Improvement Program includes projects which, when constructed, will result in operations better than or equivalent to those specified in the standard.

E. Findings of Special Circumstance: For any Basic Route signalized intersection that will not meet Level of Service standards as described above, the Town of Danville may request, and the Authority may make, Findings of Special Circumstances. No Danville intersections are currently subject to such findings.

A number of implementing policies and pro-

grams also apply; these may be found in the Growth Management Element Appendix of the 2010 Plan.

OTHER PERFORMANCE STANDARDS

Performance standards represent the minimum acceptable service levels for various community services and facilities. They are designed to ensure provision of full public services for new development and require that development pays its fair share of the costs associated with those services. To guarantee the continued availability of services to new and existing development, the Town has adopted performance standards for parks, fire, police, sanitary sewer, water, and flood control facilities. To ensure that the standards are met, the Town annually reviews the standards, reserving the option to modify them as needed after consultation with special districts and with opportunity for public comment. The Town's five-year Capital Improvement Program recognizes and implements as appropriate the traffic standards and the performance standards for park and police services.

Parks: The performance standard for parks is to maintain or exceed 5.0 acres per 1,000 residents, while seeking to achieve that objective with community and neighborhood park acreage.³

Fire: The performance standard for fire services is to observe a total response time of less than five minutes for emergency calls for a minimum of 90 percent of such calls and/or a fire station within 1.5 miles of all residential and non-residential development. The Town will coordinate with the San Ramon Valley Fire Protection District to maintain or improve this performance standard.

Police: The performance standard for police services is to observe a total response time (exclusive of dispatch time and excluding 911 hang-ups) of less than five minutes for emergency (priority

one) calls for a minimum of 90 percent of such calls. For all other police calls, a maximum 20-minute response standard is to be pursued for 90 percent of all calls, again exclusive of dispatch time.

Sanitary Sewer: The performance standard used for sanitary sewer services is a requirement by the Town to receive verification by the appropriate sewer agency that adequate sewage collection and wastewater treatment capacity can be provided.

Water: The performance standard used for water services is a requirement that the Town receive verification from the East Bay Municipal Utility District, or by the County Health Department in the event that individual wells are used, that adequate water quantity, quality, and distribution will be available to serve proposed projects.

Flood Control: The performance standard for flood control is that new development shall not exceed the Town's primary flood control channel's ability to carry 100-year flood flows. The Town works with the Contra Costa County Flood Control and Water Conservation District in watershed evaluations and flood control projects to ensure that this standard is maintained.

B. FORECAST

The Town of Danville is committed to upholding the high quality of life presently enjoyed by local residents. It will continue to carefully manage growth and development so that its local roadways operate at acceptable service levels and Town facilities are not overburdened. Many of the future impacts to public facilities in Danville will result from development beyond the Town limits. Consequently, intergovernmental coordination will remain critical to the future well being of the Town.

Cooperation with the County, other cities, East Bay Municipal Utility District, Contra Costa County Flood Control and Water Conservation

³ In accordance with the Dougherty Valley Settlement Agreement, a standard of 6.5 acres per 1,000 residents applies for projects requiring a General Plan amendment. To the extent permitted by law, the Town will consider formally amending the standard given above to maintain the current (1999) ratio of park acres per 1,000 residents, which is also 6.5 acres per 1,000.

District, San Ramon Valley Unified School District, San Ramon Valley Fire Protection District, and various regional transportation and land use planning agencies will remain an essential part of the Town's growth management strategy. Danville will remain an active participant in the CCTA, the Southwest Area Transportation Committee, the Tri-Valley Transportation Council, and other organizations dedicated to subregional coordination.

As mentioned above, the Town has integrated goals and policies from the Tri-Valley Subregional

Planning Strategy into its General Plan. One of these policies calls for establishment of a Danville Urban Growth Boundary following the adoption of the 2010 Plan. The boundary is an important growth management tool, as it will define the ultimate limit of development in and around the Town.

Continued implementation of the Dougherty Valley Settlement Agreement and the Measure C performance standards in the Development Review process will help minimize the adverse impacts of growth on Danville residents.

C. GOALS AND POLICIES

The goals and policies in this section are organized under two headings:

- **Growth Management**
- **Intergovernmental Coordination**

A complete description of the implementation measures may be found at the end of this chapter.

GOAL: GROWTH MANAGEMENT

Goal 5 Ensure that new development occurs in a logical, orderly manner linked to the provision of needed services, mobility improvements, natural resource protection, and minimization of public infrastructure costs.

POLICIES: GROWTH MANAGEMENT

Implementation Measures

5.01	Establish a Town of Danville Urban Growth Boundary. Designate an adequate amount, range, and density of land use within the Urban Growth Boundary to meet projected needs for General Plan buildout.	• Urban Growth Boundary
5.02	Give priority to developing vacant or underused land within the Town limits prior to extending development outside, unless the needs for housing and economic vitality require development that is difficult to achieve on an infill basis.	• Development Review • Capital Improvement Program
5.03	Allow new development based on the project's demonstration of a plan for full public services (such as roads, parks, schools, fire, police, sanitary sewer facilities, water, and flood control) to which all providers are committed and where service can be assured in a timely manner.	• Development Review • CEQA • Intergovernmental Coordination
5.04	Maintain a Growth Management Element which establishes level of service standards for transportation, parks, schools, fire, police, sanitary sewer, water, and flood control services and identifies provisions to ensure that these standards are maintained, within the parameters allowed by state law, as future development occurs. (*)	• Growth Management Element
5.05	Maintain a five-year capital improvement program which identifies the projects needed to maintain and improve adopted level of service standards and the funding necessary for those projects.	• Capital Improvement Program

POLICIES:	GROWTH MANAGEMENT <i>(continued)</i>	Implementation Measures
5.06	Pursuant to County Measure C-1988, continue to implement a development mitigation program which ensures that development projects pay the costs necessary to mitigate impacts on the local and regional transportation system. The Town shall require traffic impact analysis, mitigation, and findings of consistency as appropriate for new development projects in accordance with this program.	<ul style="list-style-type: none"> • Growth Management Element • CEQA • Development Review
5.07	Pursuant to County Measure C-1988, continue to implement a development mitigation program which ensures that development projects pay their share of the costs of services (such as parks, fire, police, sanitary sewer, water, and flood control) associated with that development. New development projects may only be approved where the Town finds that adopted minimum performance standards will be observed.	<ul style="list-style-type: none"> • Growth Management Element • CEQA • Development Review
5.08	Encourage other jurisdictions and special districts in the Tri-Valley area to require that services are committed or in place prior to approving new development.	<ul style="list-style-type: none"> • Intergovernmental Coordination

(*) The full text of the Growth Management Element is included as an Appendix to the Danville 2010 General Plan.

GOALS: INTERGOVERNMENTAL COORDINATION

Goal 6 Participate in the long range planning for the Tassajara and Dougherty Valleys with the City of San Ramon and Contra Costa County to preserve the quality of life currently enjoyed by Danville residents and assure that future growth is properly managed.

Goal 7 Promote a comprehensive approach to planning and development review in the Tri-Valley area that includes a regional perspective and intergovernmental coordination, while maintaining control of decision-making within the Town boundaries and exerting maximum influence on land use decisions in surrounding areas.

POLICIES: INTERGOVERNMENTAL COORDINATION
Implementation Measures

- | | | |
|------|---|--|
| 6.01 | Recognize the Urban Limit Line established by Contra Costa County and encourage the relocation of this line to preclude further development in the Tassajara Valley. | <ul style="list-style-type: none"> • Intergovernmental Coordination • Urban Growth Boundary |
| 6.02 | Future land use changes in the Tassajara and Dougherty Valley areas should be directly linked to a rational growth management plan which establishes acceptable levels of service for infrastructure and public services and provides for the financing and maintenance of these facilities and services. | <ul style="list-style-type: none"> • Dougherty Valley Settlement Agreement |
| 6.03 | Work to ensure maximum control over land use decisions that directly affect the existing community, including the Tassajara Valley. Seek to establish a Sphere of Influence that encompasses all areas the Town intends to annex through the year 2010. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 6.04 | Where the County processes development applications outside the Town of Danville but within the Sphere of Influence, work to ensure that urban services will be provided, that development will not adversely affect the Town, and that development standards are consistent with those of the Town. | <ul style="list-style-type: none"> • Intergovernmental Coordination • Public Works Standards |
| 7.01 | Support the implementation of the goals and policies of the Tri-Valley Regional Planning Strategy by the seven member jurisdictions. | <ul style="list-style-type: none"> • Intergovernmental Coordination |

POLICIES:	INTERGOVERNMENTAL COORDINATION <i>(continued)</i>	Implementation Measures
7.02	Support the adoption of Urban Growth Boundaries by other cities in the Tri-Valley area and the maintenance of an Urban Limit Line by Contra Costa County which ensures that at least 65 percent of the County remains in non-urban uses.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Urban Growth Boundary
7.03	Support and promote actions that improve the long-term economic viability of agriculture in the Tri-Valley region, including the Tassajara Valley. Encourage the use of right-to-farm ordinances and/or buffer zones between urban and rural areas in the Tri-Valley area in order to preserve the long-term viability of agriculture.	<ul style="list-style-type: none"> • Intergovernmental Coordination
7.04	Take an active role in coordinating land use decisions with regional agencies, Contra Costa County, special districts, and surrounding cities.	<ul style="list-style-type: none"> • Intergovernmental Coordination
7.05	Support and participate in regional and sub-regional efforts to improve the jobs-housing balance in the San Francisco Bay Area.	<ul style="list-style-type: none"> • Intergovernmental Coordination
7.06	Continue to take an active role in the Dougherty Valley Oversight Committee to ensure that all terms and conditions of the Dougherty Valley Settlement Agreement are met.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Dougherty Valley Settlement Agreement

Historic Preservation

A. SETTING

Historic resources refer to the remaining artifacts and examples of historical human occupation of an area. They encompass archaeological sites as well as the sites and buildings from early European-American settlement of the area. Archaeological sites include the remains of Native American villages and burial grounds. Historic sites include old farmhouses, barns, homes, and commercial buildings from Danville's early history. Because Danville was an early commercial center in the San Ramon Valley, it has a rich historical heritage.

ARCHAEOLOGY

The inland valleys of Contra Costa and Alameda counties were the setting of a relatively sparse population of Native Americans, who lived as hunters and gatherers and depended on native plants and wildlife for their sustenance. The Saklan Indians, related to the Plains Miwok Indians, lived in the San Ramon Valley some 500 years ago. The Saklans hunted deer and smaller game using bow and arrows tipped with bone, antler, or stone. Remnants of their presence in Danville exists in a limited number of locations today. The largest concentrations of native populations in the region were located in permanent settlements located in the coastal marshlands along the north coast of the County.

EARLY DANVILLE HISTORY

Spanish explorers first traveled through the San Ramon Valley in 1772. Franciscan missionaries arrived in the Valley some years later, seeking to convert the Native American population. The first settlers of European origin were residents of the Rancho San Ramon, one of several large Mexican land grants established in the 1830s. The Ranchos remained intact until the 1850s, when increasing immigration into California led to their subdivision. Little physical evidence of the Ranchos remains. During the early 1850s, pioneer settlers



arrived in the present-day Sycamore Valley, planting grain, onions, and orchards of peaches, apples, and cherries. Rural settlement continued through the 1850s and 1860s, with a commercial area emerging along present-day Front Street.

By 1860, the Town of Danville had become an established center of trade. It is during this early period of development when the frontier Victorian character of the community was established. In 1891, John Hartz subdivided his farm near the town center and laid out Hartz Avenue. Within a few years, Hartz Avenue became the new central business district, replacing Front Street which was crumbling into San Ramon Creek from winter rains. The local branch of the San Ramon Valley bank was the first business on Hartz Avenue, followed soon after by a drug store, a doctor's office, a saloon, and a laundry. The Grange became the social and cultural hub of the community and its members became the Town's early civic leaders.

Rail service was provided to Danville in 1891, after local farmers donated land and money for the right-of-way.

Several examples of this early period remain in Downtown Danville today. These include the Southern Pacific Railroad Depot (built in 1891) at 205 Railroad Avenue, the Danville Hotel (built in 1891) at 411 Hartz, and the Village Theater (estimated to have been built in 1873, originally serving as the Grange Hall) at 223 Front Street.

Between 1900 and World War II, Danville continued to evolve as a small, agriculturally-oriented town. Many of the Town's most memorable and important structures were constructed during this era, including the Town Meeting Hall (originally built as a church in 1933), the Veterans Memorial Building (built in 1924), and the old firehouse (built in 1924). This period in Danville's history was characterized by a variety of architectural styles and materials, creating the eclectic character that defines Old Town Danville today.

Reminders of early Danville history also can be found beyond Downtown on former farms and

ranches throughout the Town. Notable examples include the Podva Farmhouse on Podva Road, the Mendenhall/ Wood House on Camino Tassajara, Wood Ranch, the Baldwin/Elworthy/Livermore Houses on San Ramon Valley Boulevard, and the Osborn House off of Diablo Road. Other historic features are the Eugene O'Neill National Historic Site (Tao House) and the Alamo Cemetery at the end of La Gonda Way.

CURRENT PRESERVATION EFFORTS

Protecting historic resources was one of the major themes of the 1986 Downtown Master Plan and the implementing Downtown Business District Ordinance. The Town created a Heritage Resource Commission (HRC) in 1987 and adopted an Historic Preservation Ordinance in 1989 to provide further protection to such resources. The HRC reviews development applications impacting historic structures, advises property owners on the physical and financial aspects of preservation and maintenance of historic resources, and promotes historic preservation through a variety of incentive programs.



Recent development pressures in the Town have led to changes in the preservation program, including strengthening the role of the HRC in the Development Review process. In 1999, procedural changes were made to involve the HRC more directly in the Design Review Board and project approval processes for historic properties in Old Town Danville. The Town is currently re-evaluating its Historic Preservation Ordinance, updating its inventory of historic sites, and considering new incentive programs for owners of historic properties. Architectural design guidelines for historic buildings, discussed below, are to be prepared during 1999.

B. FORECAST

The Town of Danville will continue to work with property owners to protect and enhance local historic resources. The inventory of historic sites

should be regularly updated and expanded as appropriate. Additional efforts should be made to educate and inform the public about Danville history, through markers, plaques, exhibits, walking tours, and special events. The Town is in the process of preparing architectural design guidelines for historic properties to assist property owners and to provide review criteria for the HRC as they evaluate development and alteration proposals. Other measures to expand the Town's preservation program should be considered in the future.

As mentioned earlier, significant archaeological sites are also known to exist within Danville. Where such sites are discovered, they should be designated as open space and protected through such measures as capping, fencing, or other physical barriers which restrict access to the site and assure the long-term preservation of these resources.

C. GOALS AND POLICIES

The goals and policies for Historic Preservation are listed below. A complete description of the implementation measures may be found at the end of this chapter.

GOALS: HISTORIC PRESERVATION

Goal 8 Ensure the preservation and rehabilitation of historic and cultural resources and recognize such resources as an essential part of the Town's heritage.

POLICIES:	HISTORIC PRESERVATION	Implementation Measures
8.01	The remodeling and renovation of historic buildings should respect the character of the building and its setting.	<ul style="list-style-type: none"> • Design Review Procedures • Historic Pres. Ordinance
8.02	New projects on sites in the Downtown area should be compatible with nearby historic buildings, the historic Downtown street pattern, and the area's historic, pedestrian-oriented character.	<ul style="list-style-type: none"> • Design Review Procedures • Downtown Master Plan/ Business District Ord.
8.03	Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the Town's historic character. Use flexibility when applying zoning regulations to historic sites and buildings.	<ul style="list-style-type: none"> • Development Review • Historic Pres. Ordinance
8.04	Where appropriate, retain physical elements of Danville that contribute to the aesthetic and historic character of agricultural and formerly agricultural areas, such as barns, outbuildings, bridges, heritage trees, and fences.	<ul style="list-style-type: none"> • Development Review • Design Review Procedures
8.05	Where feasible and relevant, ensure that the Town's historic preservation program meets state and federal standards.	<ul style="list-style-type: none"> • Historic Pres. Ordinance
8.06	Develop, support, and publicize financial incentive and tax relief programs to promote historic preservation.	<ul style="list-style-type: none"> • Heritage Resource Commission
8.07	Coordinate Town historic preservation activities with all appropriate community groups and state and federal agencies.	<ul style="list-style-type: none"> • Heritage Resource Commission • Intergovernmental Coordination
8.08	Promote public awareness and enjoyment of Town historic resources through tours, historic markers, plaques, and other visitor attractions that showcase the Town's history.	<ul style="list-style-type: none"> • Public Information and Education

POLICIES: HISTORIC PRESERVATION (*continued*)

Implementation Measures

- | | POLICIES: HISTORIC PRESERVATION (<i>continued</i>) | Implementation Measures |
|------|---|------------------------------------|
| 8.09 | Recognize the value of Danville's historic resources as an economic development tool. | • Public Information and Education |
| 8.10 | Ensure that development approvals do not result in the loss of significant archaeological resources by requiring full compliance with state and federal laws regarding the assessment and recovery of archaeological resources. | • CEQA
• Development Review |



Implementation Strategy

The Planning and Development goals and policies will be implemented with a variety of techniques. The key implementation measures are listed below. Implementation measures that apply to Community Development policies are listed first, followed by those that apply to Growth Management policies and Historic Preservation policies. The measures are listed in alphabetical order in each section. Where appropriate, recommended revisions or actions are described at the end of each entry.

A. COMMUNITY DEVELOPMENT

CAPITAL IMPROVEMENT PROGRAM

The Town prepares an annual five-year Capital Improvement Program (CIP) listing all major public facility, road, and infrastructure improvements planned for the next five years. The CIP helps implement the General Plan by ensuring that Town revenues are invested in projects that are consistent with the Land Use Map, as well as the Growth Management Element and other parts of the General Plan. Additional information on the CIP, including a map of proposed improvements, is included in the Public Facilities Element of this Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Town will continue to follow all appropriate environmental review procedures as established by the California Environmental Quality Act (CEQA) (Chapters 1–6, Division 13 of the California Public Resources Code). In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

CODE ENFORCEMENT AND NUISANCE ABATEMENT

The Town will continue to maintain Planning and Building Code enforcement programs, and will take the necessary measures to abate nuisances and violations.

Proposed Revisions or Actions:

The Town should consider revisions to its Municipal Code which expedite the citation process and improve its ability to abate nuisances in a timely manner.

DESIGN GUIDELINES

Because Danville is a unique and special place to live, it is vital that its character and unique features be preserved and enhanced for the enjoyment of existing and future residents. A high level of design consciousness and effective development regulation are required to achieve this objective. To this end, the Town has developed several sets of design guidelines which augment the land use regulations contained in the General Plan and the Zoning Ordinance. Figure 10 presents a Design Review map indicating the geographic areas where each set of design guidelines applies.

The Town's residential design guidelines provide assurance that new housing areas will be consistent with the Town's character and respectful of the natural and man-made landscape. Additionally, residential design guidelines for major remodels and replacement homes should emphasize the need for consistency of streetscape and respect for the character of each neighborhood. More specific guidelines have been adopted for the development of scenic hillside sites. The Town's Downtown Business District Ordinance and the Downtown Beautification Guidelines include architectural standards that help implement the Town's community character and historic preservation policies. The Downtown Beautification Guidelines, in particular, address the improvement of streetscapes and entry points.

Proposed Revisions or Actions:

The General Plan Update process has provided the Town with an opportunity to assess its design guidelines and determine where changes may be beneficial. The following changes are recommended:

- Refinement and strengthening of the Town's Hillside Development Guidelines.
- Preparation of commercial (including office) design guidelines for projects outside the Downtown area.
- Expansion of the Downtown Beautification Guidelines to encompass the North Hartz area.
- Updating of residential design guidelines.
- Stronger and more consistent enforcement of residential design guidelines during the Development Review process.
- Implementation of a Downtown Parking Management Program which, among other things, may include design guidelines for parking lots, shared parking, pedestrian access, and signage.

DESIGN REVIEW BOARD

The Design Review Board (DRB) assists the Town Council and Planning Commission in reviewing and evaluating proposed site design, architecture, signs, and landscaping. The scope of the DRB's review and approval authority is established by the Town Council. Depending on the type of project, the DRB either reviews and approves projects or forwards its recommendations to the Town Council, Planning Commission, Heritage Resource Commission, or staff for their consideration. The DRB may be comprised of either one or two Planning Commissioners and either two or three at-large members.

DESIGN REVIEW PROCEDURES

In accordance with the design guidelines, a Design Review procedure is used to apply the guidelines during the Development Review process. Proposed projects requiring Development Review, including projects in Town-identified scenic hill-

side areas, Downtown Danville, and commercial areas, are reviewed by staff for the applicability of the design guidelines. An ordinance adding the Design Review procedure to the Town's Municipal Code was recently adopted. The DRB will remain advisory to the Planning Commission and Town Council.

DEVELOPMENT REVIEW AND PERMITTING

Development Review comprises the process through which development applications are received, evaluated, and approved. Danville stresses an efficient and comprehensive approach to Development Review which, as a whole, provides an effective capability for implementing specific General Plan goals and policies. This implementation measure includes the day-to-day activities of Planning, Building, and Engineering staffs, and the activities of the Town Council, the Planning Commission, and the Design Review Board. Procedures for land use permits, variances, Design Review, and site plan approval are generally outlined in the Zoning and Subdivision Ordinances.

DOWNTOWN MASTER PLAN AND ORDINANCE

The Downtown Master Plan and the Downtown Business District Ordinance are the key land use policy and regulatory documents for the Downtown area. The Plan includes special land use district regulations that augment the General Plan and establishes design standards required to preserve the village-like character of the area. The Ordinance implements the Plan and establishes allowable uses and development standards within each of these districts. The Downtown Beautification Plan supplements the Downtown Master Plan and includes specific recommendations to enhance the aesthetic character of Downtown Danville.

Proposed Revisions or Actions:

The Downtown Business District Ordinance



Figure 10.
Major Ridgeline and
Scenic Hillside Areas

should be updated to include additional standards for public and private parking lot design and pedestrian and vehicular access easements. The District boundaries defined by the Ordinance will need to be modified so that additional pedestrian-oriented development is encouraged in the North Hartz Area. Pedestrian access to this area should also be provided for and will be encouraged.

DOWNTOWN PARKING MANAGEMENT PROGRAM

(Proposed Action)

A Downtown Parking Management Task Force has been authorized and the outcome of their work may include specific parking program recommendations. Such recommendations should provide for the appropriate distribution of parking and should maximize both private and public parking opportunities in the Downtown area. The program could include promotional and educational efforts, signage, financing mechanisms for parking production and management, and requirements which encourage pedestrian and bicycle access within the area.

GRADING ORDINANCE

The Town's Grading Ordinance was adopted in 1989 and amended in 1990. The Ordinance establishes controls on grading to address aesthetic, soil conservation, and water quality issues. Grading permits from the City Engineer are required for all forms of grading activity involving more than 100 cubic yards of soil and for certain types of grading involving less than 100 cubic yards of soil.

Proposed Revision or Action:

The Grading Ordinance should be amended to be consistent with this General Plan related to the percent slope beyond which hillside grading and development will be prohibited.

HOUSING ELEMENT

The Danville Housing Element is the Town's policy document regarding housing. The Housing

Element addresses housing needs in the Town and the policies and programs required to meet these needs. The Element includes state-mandated provisions for second units and density bonuses. It also provides the basis for the Town's Inclusionary Housing Ordinance.

Proposed Revisions or Actions:

The Association of Bay Area Governments (ABAG) periodically identifies each Bay Area community's "fair share" of the region's housing needs. After the figures are published, state law requires that cities and counties make a diligent effort to update their housing elements to accommodate their fair share allocations. The updated housing element must be submitted to the State Office of Housing and Community Development (HCD) for a compliance determination. If HCD does not certify the element, the community's eligibility for certain types of government grants may be jeopardized.

The Town of Danville will update its Housing Element after ABAG fair share figures are published. The updated Element should reference the Town's current affordable housing programs, such as the Inclusionary Housing Ordinance, Silent Second Mortgage Program, and secondary unit regulations. The Town will continue to take steps to accommodate its fair share of affordable housing in the future, and will remain an active participant on the Tri-Valley Affordable Housing Committee.

INTERGOVERNMENTAL COORDINATION

The complex overlay of jurisdictions providing public services and directly or indirectly controlling land use in the Tri-Valley area make effective intergovernmental coordination essential to the Town of Danville. To assure coordination between land use decisions and the extension of major public facilities, the Town should maintain liaison with a wide range of government agencies and public service providers. To assure coordination with

Contra Costa County and other cities, the Town should monitor the actions of regional and subregional planning agencies, the San Ramon Valley Regional Planning Commission, the County Planning Commission, the County Board of Supervisors, and the Planning Commissions and City Councils of other cities in the Tri-Valley area. The Town should participate when issues affecting Danville are being considered.

The Town should also work closely with appropriate agencies and the Local Agency Formation Commission (LAFCO) to ensure that any annexations or changes to the Sphere of Influence comply with applicable state laws and are consistent with the policies of the Town's General Plan. The Sphere of Influence encompasses all land within the Town limits and areas outside the Town where urban services are likely to be provided in the future. In 1984, the Town conducted a study of its possible Sphere of Influence as part of an effort, in conjunction with the Contra Costa County LAFCO, to establish its ultimate boundaries. Since that time, the sphere has been expanded to accommodate several annexations.

Proposed Revisions or Actions:

Following adoption of the General Plan, the Town should request that LAFCO amend Danville's Sphere of Influence by removing the developed residential areas lying north of Camino Tassajara and east of the Blackhawk Plaza Shopping Center. When these areas were first included in Danville's Sphere, they were undeveloped and their annexation to the Town was contemplated. The areas were subsequently developed under County approvals as the Somerset, Shadow Creek and Bettencourt Ranch subdivisions. Because these areas are now essentially built out and receive no services from the Town of Danville, there is no compelling reason for their retention within Danville's Sphere.

PLANNING COMMISSION

The Town of Danville has a seven-member

Planning Commission responsible for various aspects of the Development Review process. The Commission makes recommendations to the Town Council on matters pertaining to the General Plan, Zoning Ordinance, and Capital Improvement Program. Among their responsibilities are the review of applications for development plans, land use permits, major and minor subdivisions, and rezonings, environmental review, and the administration of public hearings on such applications. The Commission applies General Plan policies and standards to proposed development and evaluates projects for their conformity with the Plan.

PUBLIC WORKS AND ENGINEERING DESIGN STANDARDS

The City Engineer, as a part of the Engineering Review of proposed subdivisions and other private and public projects, imposes design standards that help assure safe, well-designed improvements in the Town. Disability access standards are considered in this review process.

Proposed Revisions or Actions:

The Town's Engineering Department is currently updating the "Standard Plan" submittal requirements for new development. These requirements address street width, curve radii, diameter of utility lines, and other engineering parameters applying to new construction.

RV STORAGE ORDINANCE

The Outdoor Parking and Storage of Vehicles, Equipment, and Materials Ordinance was adopted by the Town Council in October, 1984 (Ord. 41-84). The Ordinance regulates the storage of vehicles, boats, equipment, or materials on private property.

Proposed Revisions or Actions:

The Ordinance should be clarified and updated to improve the Town's enforcement abilities relating to parking and storage.

SATELLITE DISH/ WIRELESS COMMUNICATION ORDINANCES

The Satellite Antennas and Microwave Equipment Ordinance was adopted by the Town Council in July, 1985 (Ord. 66-85). The Ordinance establishes setbacks, design criteria, and other design review procedures for satellite antennas in the Town. Danville's Wireless Communication Ordinance was adopted in 1996. It regulates the placement of wireless communication and transmission facilities in the Town to minimize potential visual impacts.

SCENIC HILLSIDE AND MAJOR RIDGELINE DEVELOPMENT ORDINANCE

The Scenic Hillside and Major Ridgeline Development Ordinance was adopted by the Town Council in July, 1984 (Ord. 29-84). The Ordinance established special development restrictions including prohibition of development within 100 vertical feet of a major ridgeline, requirement of a special permit within the designated hillside areas, and design standards the Town must follow when considering proposed hillside projects.

Proposed Revisions or Actions:

The Ordinance should be strengthened to further discourage flat pad grading and development of overly massive homes on ridgelines and steep hillsides. Additional design standards addressing such factors as color, mass, height, materials, landscaping, and screening should be considered for inclusion in an updated Ordinance.

STREET TREE PLANTING PROGRAM

As a part of its maintenance activities, the Town installs and maintains landscaping on public properties. The Town should continue to evaluate and select the tree species appropriate for various street planting situations and should continue to implement the tree planting recommendations of the Downtown Beautification Guidelines. Within development areas, the Town should continue to pro-

vide guidance to developers regarding the selection of appropriate street trees.

SUBDIVISION ORDINANCE

The Subdivision Ordinance regulates land subdivision activity in the Town. The precise land use regulations and subdivision design standards imposed by the Town as a part of the Development Review process are to be reflected in the Tentative Subdivision Map, the key document addressed in the Subdivision Ordinance. Approval of a proposed subdivision is discretionary and dependent upon (but not assured by) the applicant meeting all relevant land use regulations (i.e., zoning, General Plan, CEQA, design standards, etc.).

Proposed Revisions or Actions:

The Ordinance is currently being reviewed by the Town's Engineering Department. Periodic review and updating is recommended as construction and design standards change.

TREE PRESERVATION ORDINANCE

The Ordinance was initially adopted in 1989. It establishes criteria for preserving mature tree specimens and stands within the Town, with an emphasis on indigenous species. The Ordinance identifies species, size, and location of protected trees; procedures for Development Review; and permit requirements for the removal of protected trees. Conditions under which native specimen trees may be removed (such as disease or threats to structures or utilities) are included.

ZONING ORDINANCE

The Danville Zoning Ordinance translates the Land Use Map into precise regulations affecting specific parcels of land in the Town. State law requires that the zoning ordinance and map be consistent with the general plan and, specifically, the land use map and land use designations. Because of the consistency requirement, the Danville Zoning Ordinance is one of the most important tools

for the ongoing implementation of General Plan policies. District-based regulations as well as development standards (e.g., minimum yards, building mass, height, parking, etc.) for each district are included. Provisions for planned unit development (P-1) zoning which permit more flexible development standards on appropriate sites as a means of conserving open space, enhancing project aesthetics and amenities, and ensuring continued high quality development are also included. The Danville Zoning Ordinance also includes provisions for land use permits and variances where specific findings can be made.

Proposed Revisions or Actions:

The following actions should be undertaken following adoption of the General Plan:

- The Zoning Ordinance should be reviewed to ensure that it is consistent with the General Plan, provides sufficient direction for current development types, and addresses current trends such as increased home-based occupations.
- Revisions to the residential density ranges which make the Zoning Ordinance consistent with the Land Use Map and General Plan land use categories should be implemented.
- Minimum density standards should be added for multi-family residential districts.
- The Town's density bonus provisions allow densities above those permitted by the base zoning district where a certain percentage of affordable or senior housing is provided. These provisions should be acknowledged in the Zoning Ordinance.
- A mixed use zoning district, which includes provisions for mixing residential and commercial uses on the same parcel or within the same structure in commercial areas, should be studied if determined appropriate. Incentives to encourage housing within designated mixed use areas also should be considered.
- Areas where zoning is inconsistent with the Land Use Map, either because of prior inconsistency or because of changes in the Land Use

Map instituted through this General Plan, will have to be considered for rezoning.

- Floor area ratios and other zoning measures which address the issue of bulk and mass for residential structures should be considered.

B. GROWTH MANAGEMENT

Many of the implementation measures listed above, particularly intergovernmental coordination and Development Review, will help the Town implement its Growth Management policies. Three additional implementation measures, listed below, are specifically aimed at Growth Management.

DOUGHERTY VALLEY SETTLEMENT AGREEMENT

This Agreement was executed by the Town of Danville, Contra Costa County, the City of San Ramon, and the Dougherty Valley developers in 1994 in conjunction with the approval of the Dougherty Valley General Plan Amendment by the County. The legally binding Agreement requires full mitigation for any subsequent General Plan amendments within the three jurisdictions and contains provisions for future growth management which must be met, including traffic level of service standards and performance standards for other facilities and services.

GROWTH MANAGEMENT ELEMENT

The Town will continue to enforce its Growth Management Element to assist in providing orderly growth throughout Contra Costa County. The level of service standards and performance standards identified in the Element will be maintained as new development is approved, as will the Local Development Mitigation Program identified in the Element.

URBAN GROWTH BOUNDARY

(Proposed Action)

To help achieve local growth management objectives and curb urban sprawl in the Tri-Valley region, the Town will adopt an Urban Growth

Boundary (UGB). The UGB implements one of the main policy directives of both the Danville 2010 General Plan and the Tri-Valley Subregional Planning Strategy. The following guidelines should be used in establishing the UGB:

- a) The ugb should be considered a long-term commitment for managing patterns of growth and development and preserving natural resources.
- b) In the area outside the ugb but within the Town limits, uses which do not require an urban level of service and which do not conflict with the continuation of agricultural and other non-urban uses should be allowed, including those uses currently allowed under agricultural zoning.
- c) In the area inside and near the UGB, lower density uses should be encouraged. This should reduce the likelihood of conflicts between uses on either side of the Boundary (such as those that may arise between urban development and agricultural uses), provide transition/buffer zones, and minimize wildfire hazards to urban development.
- d) Urban services should only be extended to areas that are within the UGB and are a logical extension of existing development.

C. HISTORIC PRESERVATION

Many of the Community Development implementation measures listed earlier in this chapter will help the Town carry out its historic preservation policies. For instance, the Downtown Master Plan and Downtown Business District Ordinance include development policies and standards that encompass the Town's greatest concentration of historic structures. Similarly, CEQA provides an opportunity to evaluate a project's impact on historic or archaeological resources.

The Town has identified several additional measures that are specifically aimed at historic preservation. Collectively, these measures comprise the Town's historic preservation "program." The components of the program are listed below:

HERITAGE RESOURCE COMMISSION

The Heritage Resource Commission (HRC) is a seven-member board responsible for establishing criteria for identifying historic sites, inventorying and protecting these sites, and developing preservation incentives for property owners. The HRC has the authority to recommend the adoption of standards to the Town Council for the alteration, construction, rehabilitation, restoration, or removal of designated improvements and to enforce these standards through the review of building permit and development applications. The review process provides an opportunity for public comment on proposed changes to historic structures and the design of new buildings in the historic Downtown area.

Proposed Revisions or Actions:

Criteria for rating historic buildings are currently being reviewed by the HRC. These criteria are being updated to ensure that the Town has adequate means to carry out its preservation policies. The Town should consider formally designating buildings and sites on the Town's Heritage Resource Inventory List. The HRC is also in the process of developing design guidelines for new buildings, outbuildings, and additions on historic sites.

HISTORIC PRESERVATION ORDINANCE

Danville adopted an Historic Preservation Ordinance in 1989 as a means of identifying and preserving historic resources. The Ordinance requires an ongoing survey of historic resources, establishes criteria for designating such resources, and lists incentives for preservation. Procedural requirements for alterations to historic buildings, including review by the HRC, are in the process of being updated and refined.

Proposed Revisions or Actions:

A range of Ordinance revisions are presently under consideration by the Town. Some of the revisions relate to the extent of voluntary versus

compulsory participation by property owners in preservation activities. Others relate to the designation of an historic overlay district versus (or in conjunction with) individual historic sites. The Ordinance requires Danville to undertake an ongoing inventory of historic resources. This program will continue in the future. The Town should consider formally designating buildings and sites in the inventory as local landmarks.

PUBLIC INFORMATION AND EDUCATION

In addition to its Ordinance, Danville presently undertakes a variety of activities in support of historic preservation. The Town promotes exhibits, programs, fairs, and special events which celebrate Danville's heritage and history. The activities of nonprofit preservation groups and historical societies are supported. Financial support for historic preservation efforts is provided and grants for preservation are pursued.

Proposed Revisions or Actions:

The following specific actions are recommended to enhance the Town's historic preservation program:

- Consider designating Old Town Danville as an Historic District, with signs or markers delineating its boundaries.
- Develop an historic preservation resource library, including publications from state and federal governments and nonprofit organizations.
- Consider purchasing key significant historic structures that serve as visible reminders of the Town's history. Include purchase of these sites in the Capital Improvement Program as deemed appropriate and feasible.
- Develop a broader range of economic and planning incentives to foster preservation, restoration, or rehabilitation of historic structures.

CHAPTER

4

PUBLIC FACILITIES



PUBLIC FACILITIES

PARKS, RECREATION, AND OPEN SPACE CIVIC, PUBLIC, AND COMMUNITY FACILITIES CIRCULATION INFRASTRUCTURE

Although Danville's population is projected to increase only slightly by 2010, strong demand for public services will require continued investment by the Town and other service providers in new facilities. School, recreation, cultural, and meeting facilities have generally been brought up to adequate standards and have kept pace with population growth over the past 10 years. Factors such as the continued aging of the population, increasing participation of women in the work force, and reductions in the provision of human services by the federal and state governments will influence service and facility demands placed upon the Town of Danville.

Figure 11 shows the agencies currently responsible for providing specific public facilities and services in Danville. Figure 12 presents a map indicating the location of key public facilities. These facilities and services are provided to residents by a variety of public agencies, including the Town of Danville, regional special districts serving the San Ramon Valley area, the San Ramon Valley Unified School District, and Contra Costa County.

Danville recognizes that community spirit and pride are best fostered when government agencies,

nonprofit organizations and private businesses work together on behalf of the entire community. Government agencies cannot meet all the service needs of the community. Local churches and religious organizations, private schools and day care facilities, fraternal organizations, and nonprofit organizations are and will continue to be important providers of services in Danville.

Although a "public facilities element" is not mandated under state law, the provision of quality public facilities and services is vital to Danville's future. There is a direct correlation between the Town's ability to respond to community service needs and the public facilities available in the community. In addition to the public facility goals and policies in this chapter, the state-mandated circulation and open space elements are also incorporated.

Specific public facility needs, goals and policies, and implementation measures are addressed in the following subsections:

- Parks, Recreation, and Open Space
- Civic and Community Facilities
- Circulation
- Infrastructure

Figure 11.
Public Service Providers for the Town of Danville

Fire Protection	San Ramon Valley Fire Protection District
Flood Control	Contra Costa County Flood Control and Water Conservation District
Legislative and Administrative	Town of Danville Administrative Services
Library	Contra Costa Library System
Mosquito Abatement and Vector Control	Contra Costa Mosquito and Vector Control District
Parks and Leisure Services	Town of Danville Community Services Landscape and Lighting Assessment Districts YMCA
Planning and Zoning Administration	Town of Danville Development Services
Police Protection	Town of Danville Police Services
Public Transit	Central Contra Costa Transit Authority (County Connection)
Public Works, Design Review, and Building	Town of Danville Development Services Town of Danville Transportation Services
Schools	San Ramon Valley Unified School District
Sewage Treatment and Disposal	Central Contra Costa Sanitary District
Solid Waste	Central Contra Costa County Solid Waste Authority
Street and Drainage Maintenance	Town of Danville Development Services
Street Lighting	Town of Danville Landscape and Lighting Assessment Districts
Water Service	East Bay Municipal Utilities District



Parks, Recreation, & Open Space

A. SETTING

Park and recreation facilities in Danville are currently provided by several public agencies and by the private sector. Public agencies providing park and recreation facilities in or near Danville include the Town of Danville, the National Park Service, the State Department of Parks and Recreation, East Bay Regional Park District, the San Ramon Valley Unified School District, and Contra Costa County. Private sector organizations providing recreation facilities include private businesses, homeowner and neighborhood associations, and community-based organizations.

Park and recreational facilities and services provide an important component of the quality of life in Danville. Those facilities owned and maintained by the Town have been developed to a standard that demonstrates the Town's strong commitment to a high level of service delivery. The Town's Parks and Leisure Services Commission provides guidance in the ongoing development of the Town's park system and in the provision of recreational services.

In addition to the recreational open space provided by parkland, nearly 3,700 acres, or one-third of the Town's land area, is in general open space uses. This open space is primarily located in the hillside areas that define the west and east boundaries of the Town. A significant portion of the open space is managed by the East Bay Regional Park District. The Town does not manage open space except that which is provided as part of a Town park or recreation facility. The private open space areas are mainly used for grazing cattle.

REGIONAL PARK FACILITIES

The National Park Service (NPS) currently owns and operates the Eugene F. O'Neill National Historic site (Tao House) immediately adjacent to the

Town in a meadow along Las Trampas Ridge. The NPS presently offers tours to this site on a limited basis. The State of California Department of Parks and Recreation owns and operates Mt. Diablo State Park, an approximately 10,000-acre park to the northeast of Danville encompassing much of Mt. Diablo.

The East Bay Regional Park District (EBRPD) owns and operates the 3,882-acre Las Trampas Regional Wilderness Park, located immediately west of the Town on Las Trampas Ridge. The Regional Park features hiking trails and nature study areas. Access is mainly from a parking lot and picnic area in Bollinger Canyon, over Las Trampas Ridge from Danville. Additional access is provided via Del Amigo Trail (off Starview), Remington Loop, and in unincorporated Alamo. Improved access to the Regional Park from the Danville area is a long-range goal toward which the Town is working cooperatively with the East Bay Regional Park District.

The District also owns and operates the Sycamore Valley Open Space Regional Park. Open space land in the Sycamore Valley under EBRPD control currently totals 688+ acres. Additional acreage should be added to this total as land dedications to the District are considered.

LOCAL PARKS AND RECREATION FACILITIES

The Town of Danville owns, operates, and maintains 167 acres of parkland, most of which is used for active recreation. The San Ramon Valley Unified School District provides an additional 71 acres of playing fields, ball courts, and miscellaneous facilities that also serve the active recreation needs of the community. The Town of Danville has improved and maintains more than 18 acres of this total. Another 20 acres in the Town have been improved with trails or special use recreational facilities.

Figure 13 identifies the location of existing park and recreation facilities in Danville. Further de-



scription of these facilities is provided in Figure 14.

The adequacy of existing park and recreation facilities can be measured with the use of commonly accepted service standards that specify the area and/or facilities required to serve a given number of residents. A service standard of 5.0 acres of improved parkland per 1,000 residents was established for park and recreation facilities in Danville through the Growth Management Element adopted by the Town Council in 1991.

As shown in Figure 15, Danville meets a higher service standard at the present time. Based on a January 1, 1999 population of 39,900 residents, and a park acreage total of approximately 260 acres, there are currently about 6.5 acres of parkland per 1,000 residents in the Town. The Town places a high priority on maintaining a high service standard for publicly owned parks and recreation facilities. Danville's parkland is further supplemented by a large number of private and homeowner's association recreational facilities, including a golf course, tennis courts, swimming pools, and tot lots.

New residential projects will be required to dedicate land and/or pay fees to help the Town maintain its parkland standard. Only functional, usable acreage is considered as meeting this standard. The Dougherty

Valley Settlement Agreement established a park standard of 6.5 acres per 1,000 residents for development that would require an amendment to the Town's General Plan. The higher standard will further assist the Town in maintaining an outstanding park system.

While Danville seeks to provide adequate park and recreation facilities for its own residents, it should be noted that the Town's existing park facilities are heavily utilized by residents in adjacent unincorporated areas who do not have adequate facilities. Funds raised by the former R-7 Service Area, which included the unincorporated area of Alamo, helped pay for the improvement of some of the current Town facilities. However, these funds ceased at the time Danville incorporated and did not address ongoing maintenance needs. The un-



Figure 14.
Danville Parks and Recreation Facilities Inventory, June, 1999

STATUS AND SITE	ACRES	AMENITIES
A. Town-Owned Facilities		
Community Parks		
Diablo Vista Park	31.82	"Snake" water feature, picnic tables, BBQ, volleyball, basketball court, 2 tennis courts, 2 baseball/softball fields, 2 soccer fields, children's play area, snack shack and ancillary parking. Night lighting.
Hap Magee Ranch Park	9.01 ¹	Three ranch-style homes, perimeter trail is linked to Mt. Diablo/Las Trampas trail, large meadow and ancillary parking
Oak Hill Park	43.69	Children's "ranch style" play area, community building, horseshoes, pond fishing, picnic tables and BBQs, open space trails, and ancillary parking
Osage Station Park	30.10	Children's "Old Town" play area, rose garden, par course, 4 tennis courts, 4 baseball/softball fields, 5 soccer fields, picnic tables and BBQs, jogging path, and ancillary parking
Sycamore Valley Park	44.31	Children's play area, water features, 5 baseball/softball fields, 4 soccer fields, picnic tables, jogging path, barbecue areas, and ancillary parking. Night lighting.
Acreage Subtotal	158.93	
Neighborhood Parks		
Danville South Park	1.38	Children's play area, basketball court, picnic tables
Greenbrook School Park	1.02	Children's play area, picnic tables
Acreage Subtotal	2.40	
Mini/Pocket Parks		
Bret Harte Park	0.63	Passive open space
El Pintado Park	0.46	Benches
Front Street Park	0.23	Picnic table, benches, drinking fountain
Prospect Corner Park	0.10	Seating area, memorial plaque
Acreage Subtotal	1.42	
Special Use Facilities		
Danville Library, Community Center, Town Green	2.96	2-building complex, plaza, bandstand, passive open space, and ancillary parking
Town Meeting Hall, Village Theatre and Parking Lot	1.29	2-building complex of designated Heritage Resource Buildings with multi-purpose utilization and ancillary parking
Acreage Subtotal	4.25	
Total Acreage, Town-Owned Facilities	167.0	

B. Town Improved And Maintained/Non-town Owned Facilities

School Parks

Baldwin School	6.7	Childrens' play area, covered and lighted basketball courts, 2 baseball/softball fields, 1 soccer field, and picnic tables
Green Valley School	5.7	Childrens' play area, 2 baseball/softball fields, 3 soccer fields, and picnic tables
Montair School	4.5	Childrens' play area, picnic tables, 1 baseball/softball field, 1 soccer field
San Ramon Valley High School Tennis Courts	0.3	4 lighted tennis courts (maintenance of lights only)

¹ Total acreage of Hap Magee Park is 17.17 acres, with 8.10 acres lying outside the Town and owned by Contra Costa County.

Figure 14.
Danville Parks and Recreation Facilities Inventory, June, 1999 (*continued*)

STATUS AND SITE	ACRES	AMENITIES
Monte Vista High School Tennis Courts	1.2	8 tennis courts (4 non-lighted courts maintained by School District)
Acreage Subtotal	18.4	
Special Use Facilities		
Veterans Memorial Hall	0.30	Multi-purpose activity/meeting facility, kitchen, lounge Seating area, memorial area
Prospect/Quinterra Rest Area	0.75	Seating, drinking fountain, information kiosk, bike racks
Iron Horse Trailhead/ SRV Boulevard	0.25	
Acreage Subtotal	1.3	
Trails	7.7	Benches, signage
Acreage Subtotal	7.7	
Total Acreage, Town Maintained but Non-Owned Facilities	27.4	
Non-town Maintained/Non-town Owned Facilities		
Sports Fields and Courts		
Charlotte Wood School	1.0	Hardscape play areas
Greenbrook School	4.7	Informal play fields and parking
Los Cerros Middle School	6.1	Informal play fields and parking
Sycamore Valley School	1.1	Hardscape play areas
Vista Grande School	3.8	Informal play fields and parking
Monte Vista High School	14.1	Sports fields
San Ramon Valley High School	22.1	Sports fields
Acreage Subtotal	52.9	
Gymnasium and Multi-Purpose Indoor Facilities	0.8	Various school sites
Acreage Subtotal	0.8	
Trails		
Iron Horse Trail	11.1	20-foot wide section of abandoned Southern Pacific Railroad transportation corridor for length of Town
Acreage Subtotal	11.1	
Special Use Facilities		
Southern Pacific Railroad Depot	0.25	National Registry structure serving as home to the Museum of the San Ramon Valley
Acreage Subtotal	0.25	
Total Acreage, Non-Town Maintained or Owned Facilities	65.05	
GRAND TOTAL	259.45	

Source: Town of Danville, 1999

Figure 15.
Parkland Requirements

Current Population:	39,900 residents
Acreage Required by Park Standard (5 ac/1000 pop.):	199.5 acres
Current Usable Parkland and School Grounds:	259.45 acres
Current Ratio of Parkland Per 1,000 residents:	6.50/1,000

incorporated areas of Diablo and Blackhawk have not contributed toward park and recreation facilities in Danville. Additional demand is also placed on local resources by employee groups from the business community, both in Danville and in neighboring cities.

Neighborhood Parks

By definition, neighborhood parks range from one to ten acres in size and are specifically oriented toward residents within a one-half mile radius. Facilities in neighborhood parks are usually geared toward the recreation needs of children.

The Town owns and maintains two neighborhood parks, South Danville Park and Greenbrook School Park. As part of a 25-year agreement with the San Ramon Valley Unified School District, the Town also maintains and manages three school parks that serve as neighborhood parks, and tennis courts at the two high schools. Neighborhood park needs are also met by other elementary school grounds and by facilities provided by private homeowner associations. It is anticipated that neighborhood park needs will continue to be met in this manner and that the Town's limited park funds will focus on the acquisition and development of larger, multi-purpose community parks.

The Town also has developed several mini- or pocket parks. These include the Town Green, Front Street Park, Bret Harte Park, El Pintado Park, Prospect Corner Park, Prospect/Quinterra Rest Area, and the Iron Horse Trail trailhead at San Ramon Valley Boulevard.

Community Parks

Community parks, as traditionally defined, range from 20 to 50 acres in size and serve residents within a three-mile radius of their homes. Community parks are intended to serve a wide variety of active and passive recreation activities and may include sports fields, tennis courts, family and group picnic areas, children's play apparatus areas, community buildings, water features, ponds, riparian areas, specialized activity areas, and landscaping. Night lighting of activity areas is appropriate at community parks to increase the availability and utilization of courts and playing field facilities. Parking lots and restroom facilities are typically provided at community parks. The Town currently owns and maintains five community parks as noted in Figure 14.

PRIVATE SECTOR RECREATION FACILITIES

A large number of private recreation facilities supplement local park and recreation facilities. When the Danville 2005 General Plan was prepared, homeowner's associations in Danville provided 39 tennis courts, 19 swimming pools, and 10 clubhouses, as well as landscaped greenbelt areas. Approximately 2,905 homes with about 8,700 residents (nearly a third of Danville's population at the time) had access to these private recreation facilities. Since that time, the Town's population has grown by 10,000, with the vast majority of the growth taking place in planned developments with additional private recreational facilities.

While these private facilities make a significant contribution to meeting the need for specific recreational amenities such as tennis courts and swim-

ming pools, they do not satisfy the need for large sports fields and community social spaces. In fact, the need for additional sports fields was one of the most frequently mentioned concerns during the community forums conducted as part of the 2010 General Plan Update.

TRAILS

Trails are important elements of Danville's park system and provide significant opportunities for recreation. Hikers, bikers, and equestrians all share a need for trails, although their specific requirements may vary. Trails have two major functions. First, they provide recreational value associated with physical fitness and the enjoyment of the natural environment. Second, in some instances, they provide safe, off-street linkages between neighborhoods, parks, schools, and other public facilities.

The Iron Horse Trail, running along the abandoned San Ramon Southern Pacific Railroad branch line and bisecting the Town on a north-south axis, already connects a number of recreational facilities and has become the Town's major off-street trail. The eastern part of the Town is not as well served by the trail system. This deficiency pertains to both internal trails and connections to regional open space. Planned trails in this area will be shown on the Town's Trails Master Plan.

Danville's major creeks (i.e., San Ramon Creek, Sycamore Creek, Green Valley Creek, and Alamo Creek) offer unique opportunities for trails. Although current development patterns may have precluded continuous public access along some sections of these creeks, opportunities remain for incorporating the creeks into the overall trail system. These opportunities, as well as linkages to the state and regional parks, are currently being considered by the Town.

ACCESSWAYS

Accessways are intended to provide a linkage from an existing public facility or street right-of-way to important parklands or open space resources such

as Las Trampas Wilderness Regional Park, Mt. Diablo State Park, and the Sycamore Valley regional open space ridgelands. An accessway will normally include two components: (1) a staging area where people can gather or park; and (2) the access or trail corridor which connects the staging area to the existing resource.

The staging area may include a small parking area for one to 20 cars, bicycle parking, locational or interpretive signage, picnic tables or benches, landscaping, drinking fountains, gates or fences, and restrooms. Where equestrian staging is appropriate, parking should include horse trailer spaces. The trail corridor should be a minimum of 50 feet wide. Steep grades (i.e., over 10%) should be avoided to minimize erosion and provide comfortable access by pedestrians, equestrians, and maintenance vehicles. Landscaping may be required as necessary to buffer the accessway from adjacent residential or commercial uses.

Approximate locations for existing and future accessways are delineated on Figure 13. Precise locations of new parks, open space areas, and accessways will be determined through future planning efforts.

BIKEWAYS

Bikeways are an important component of recreational facilities in Danville. See the Circulation Section of this chapter for a discussion of bikeways in Danville.

OPEN SPACE

Preservation of both active and passive open space has been a major goal since the Town of Danville's incorporation. Open spaces surrounding the community are an important element of the Town's form and character. The General Plan Land Use Map identifies about one-third of the Town as open space, using either the General Open Space or Agriculture designations.

The General Open Space areas are planned as permanent open space with either fee title or de-

velopment rights belonging to a public agency. These lands are generally inappropriate for development due to hazardous conditions such as steep slopes and/or are important scenic resources for the community. Development regulations imposed upon hillside development areas, including areas designated Country Estate and Rural Residential on the Land Use Map, further ensure that the visual qualities of Danville's hillsides and ridgelines will not be significantly impaired in the future.

Although not intended for active recreation, the large open space areas along the ridgelines can include public access and outstanding scenic trail opportunities, including opportunities for staging areas and trail links to community and regional parks. Other permanent open space areas have been created through the development process. In general, the Town has not accepted ownership or management of these areas. However, they provide an aesthetic and ecological asset which benefits many Danville residents.

Open space buffers are also typically required between the large regional parks and development areas. These buffer areas are owned in common by the adjacent homeowner's association and may be managed privately or by the EBRPD under contract to the homeowner's association. When development occurs adjacent to major publicly owned or managed open space, public access easements through the developed area may be required.

The Town considers the East Bay Regional Park District (EBRPD) as the appropriate public agency to manage the large public open space areas and will continue to coordinate future open space dedication in the Sycamore Valley, Las Trampas Ridge, and Tassajara Valley areas to conform to their standards for ownership and management.

RECREATIONAL SERVICES

The availability of varied recreation opportunities and services, along with the accessibility of parklands and open space, is an integral part of what makes Danville attractive. Beginning as a vision



in 1989, a community task force developed a plan to provide recreation programs and leisure services to Danville residents. The plan was implemented in phases over a six-year period. In 1995, the Town became the primary provider of recreation programs for persons of all ages, while continuing to collaborate with local organizations that serve a more specialized purpose or population. Additionally, the opening of the Danville Library and Community Center in August, 1996 provided a central location for residents to obtain information, participate in recreation classes, and attend community gatherings.

Danville is a family-oriented community, so the benefits of providing parks and recreation facilities and activities have far-reaching impacts. From the positive physical, mental, and social development of youth and opportunities for volunteerism and leadership, to family and multi-generational activities and special events which help create a sense of community, recreational services are regarded as an investment in Danville's future.

There is active participation in organized sports leagues by both adults and children. Approximately 8,000 residents are enrolled in the numerous soccer and ball leagues serving the community. Significant growth in participation has also occurred in adult sports; approximately 2,000 people participate in adult recreation leagues. Currently, classes, sports leagues, events and services are available in the following program areas: youth, adults, seniors, special recreation for persons with disabilities, sports and fitness, cultural arts, special events, and

volunteer services. These programs are extremely popular and have grown significantly in size and variety since the opening of the Community Center in 1996.

There is also strong involvement in community service activities by Danville residents. Numerous cultural, recreational, and educational organizations are active and look to public parks and facilities for suitable locations to sponsor their community and organizational events.

B. FORECAST

It is anticipated that strong demand for parks and recreation will continue into the future as the benefits of recreation activity to individuals, families, and the community at-large are recognized and celebrated. As leisure services become an increasingly high priority, there will be a concurrent increase in the diversity and size of special interest

groups, such as seniors, trail enthusiasts, equestrians, theatre supporters, art and music lovers, and indoor sports enthusiasts. All will want and expect the Town to provide for their needs.

Park dedication and impact fee requirements and the associated efforts of the Town to create new parks will provide for many of these needs. A number of school/community specialized recreation facilities have also been planned, including a public swimming pool and indoor gymnasium. As a part of the General Plan implementation, the Town will evaluate the broader scope of leisure services and clarify its policy toward providing these services and facilities.

Although the Town currently exceeds its adopted performance standard for parkland, existing park areas and facilities are heavily used. To maintain the current ratio of parkland to population, additional land will need to be acquired and





improved. To the extent permitted by law, the Town will consider revisions to its parkland standard to ensure that continued high quality services can be delivered.

A potential community park site in the unincorporated area to the east of Danville has been identified to increase the available parkland and associated facilities. This park could be developed

in association with future General Plan amendments allowing a limited amount of development in this area and would be approximately 30 to 40 acres. It would contain a broad range of facilities and amenities, comparable to the Town's existing community parks. As funding allows, opportunities for smaller and more specialized parks also may be pursued in the future.

C. GOALS AND POLICIES

GOALS: PARKS, RECREATION, AND OPEN SPACE

-
- Goal 9** Provide a full range of high quality park and recreation facilities that are attractive, efficient, convenient to users, appropriately distributed throughout the community, and that reinforce community identity.
-
- Goal 10** Develop a comprehensive and coordinated park and recreation facility network that visually reinforces the natural character of the community and integrates unique historic and cultural resources, open space areas, and creeks and trails.
-

POLICIES: PARKS, RECREATION, AND OPEN SPACE

Implementation Measures

-
- | | | |
|------|--|---|
| 9.01 | Continue to evaluate the recreational and cultural needs of the community and prepare and adopt a Parks, Recreation, and Open Space Master Plan to protect open space areas and to guide future acquisition and development of parks and recreation facilities. | <ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Parks and Leisure Services Commission • Arts Commission |
| 9.02 | Require a standard of 6.5 acres of parkland per 1,000 residents in those areas where General Plan amendments are required and maintain, to the extent allowed by state law, 6.5 acres of parkland per 1,000 residents in areas currently designated for development. | <ul style="list-style-type: none"> • Parkland Dedication Ordinance and Fee • Development Review |
| 9.03 | Plan for the acquisition and development of new park and recreation facilities that maintain the parkland performance standard and seek to achieve community and neighborhood parkland goals and objectives. The Town shall seek a balance between active and passive recreation facilities. | <ul style="list-style-type: none"> • Parkland Dedication Ordinance and Fee • Parks, Recreation, and Open Space Master Plan |
| 9.04 | Continue to work with the San Ramon Valley Unified School District to develop and operate school sites for local recreation purposes. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 9.05 | Site new parks to provide maximum public visibility and access, while minimizing impacts on adjacent residential areas. | <ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Development Review |
| 9.06 | Decisions to acquire and develop park and recreation facilities shall include a commitment to continuing, high quality maintenance. | <ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Parks and Leisure Services Commission |
-

POLICIES:	PARKS, RECREATION, AND OPEN SPACE <i>(continued)</i>	Implementation Measures
9.07	Encourage continuing citizen participation, including meaningful involvement of youth, in evaluating and planning park and recreation facilities and services.	<ul style="list-style-type: none"> • Parks and Leisure Services Commission • Arts Commission
9.08	To the extent practical and within fiscal constraints, develop new neighborhood parks and pocket parks in addition to community parks in new development areas and in other areas where access to parks by Danville residents would be improved.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Capital Improvement Program
10.01	Participate with neighboring communities, Contra Costa County, East Bay Regional Parks District, the East Bay Municipal Utilities District, and other local agencies regarding regional park and recreation planning, including establishing a coordinated trail system.	<ul style="list-style-type: none"> • Development Review • Intergovernmental Coordination • Parks, Recreation, and Open Space Master Plan • Trails Master Plan
10.02	Assemble open space areas from contiguous parcels to the extent possible to minimize management problems and increase public access.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan
10.03	Provide adequate access points and an interconnecting trail system linking local park and recreation facilities to each other and, where possible, to regional and state parks.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Development Review • Intergovernmental Coordination
10.04	Public access easements shall be provided to designated public open space areas and along creeks and streams, where appropriate.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Intergovernmental Coordination
10.05	Pursue revenue-generating opportunities in developing and managing park, open space, and recreation facilities, including differential use fees for non-residents.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Parks and Leisure Services Commission • Arts Commission
10.06	Preserve and enhance the Iron Horse Trail right-of-way for non-motorized trail, linear park, and other recreational purposes.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Trails Master Plan
10.07	Cooperate with the National Park Service and other agencies in preserving public access to the Eugene O'Neill National Historic Site (Tao House).	<ul style="list-style-type: none"> • Intergovernmental Coordination

POLICIES:	PARKS, RECREATION, AND OPEN SPACE <i>(continued)</i>	Implementation Measures
10.08	Cooperate with the East Bay Regional Park District and other agencies in developing access and staging areas for regional parks adjacent to Danville.	<ul style="list-style-type: none"> • Intergovernmental Coordination
10.09	Identify and pursue potential sources of funding, including federal, state, and private sources, for acquiring, developing, and operating park, recreation, and cultural arts facility improvements.	<ul style="list-style-type: none"> • Parks, Recreation, and Open Space Master Plan • Grant Funding • Arts Commission
10.10	Develop alternative transportation through a comprehensive biking and trail system.	<ul style="list-style-type: none"> • Trails Master Plan



Civic and Community Facilities

A. SETTING

Civic facilities are those buildings and properties owned by the Town of Danville which are used for the day-to-day operations of Town government or the activities of community-based organizations.

The Town Administrative Offices are located at 510 La Gonda Way, just off El Cerro Boulevard. The building was acquired and remodeled in 1985. It encompasses approximately 16,000 square feet and is surrounded by parking and landscaped areas. Town Council, Commission meetings, and other public assemblies are typically held at the Town Meeting Hall at 201 Front Street.

Civic facilities for general use include the new Danville Community Center and Library at 400-420 Front Street, one small building at Oak Hill

Park, and the Veteran's Memorial Building (owned by Contra Costa County, leased to local Veterans' groups, and subleased to the Town). Senior citizens often utilize the Veterans Building for recreation purposes. Facilities for the Town's Maintenance Services operations are located at the Town Service Center at 1000 Sherburne Hills Road, off of Camino Tassajara.

Community facilities, including fire stations and schools, are provided by other public agencies serving Danville. Private and nonprofit organizations also provide facilities that serve either specific residential neighborhoods or the community at-large. These include, among others, child care facilities.

B. FORECAST

The demand for community and civic facilities will remain high in the future due to the factors described earlier. An overview of projected demand is provided below.



TOWN OF DANVILLE FACILITIES

Administrative Offices: The existing Administrative Offices are nearing capacity, primarily because of a shortage of space for the County-contracted police services. This has caused the Town to consider expanding or remodeling the existing facilities.

Council Chambers: The Town Council and other groups attracting a large attendance meet in the Town Meeting Hall. If this facility is too small, the meetings are moved to the nearby Village Theater or to the Danville Community Center across the street. These facilities should be adequate until at least 2010.

Maintenance: The existing Town Service Center off of Camino Tassajara is expected to be adequate through at least the year 2010.

General Purpose Community Facilities: The primary general purpose community facility is the Danville Community Center, located on Front Street next to the library. This facility is running almost at full capacity after just two years of operation. A second general purpose community facility may be considered.

Library: Danville Library is operated through a partnership between the Town of Danville and the Contra Costa County Library System. Construction of the 17,200 square foot library, located in the same complex as the Danville Community Center on Front Street, was completed by the Town in 1996. The library will meet community needs through at least 2010, although continued acquisition and investment will be required to keep the collection current and to keep pace with advances in information technology. The Town is currently funding additional hours of operation at the library and will continue to ensure that library hours and service levels meet community needs.

OTHER FACILITIES

Fire Protection: The San Ramon Valley Fire Protection District provides fire protection facilities

and services to Danville and the other communities within the San Ramon Valley. The District currently maintains two stations in Danville, one at Diablo Road and Green Valley Road and one on San Ramon Valley Boulevard, just south of the intersection with Sycamore Valley Road. A third station, serving the Sycamore Valley area and the unincorporated Blackhawk area, is located in an unincorporated area on Blackhawk Road, just off Camino Tassajara.

Schools: Danville is entirely within the jurisdiction of the San Ramon Valley Unified School District, which also provides schools to the City of San Ramon and the unincorporated portions of the San Ramon Valley. In Danville, the District operates seven elementary schools, the Charlotte Wood and Los Cerros Middle Schools, the San Ramon Valley and Monte Vista High Schools, and the Del Amigo Continuation High School. A new middle school, at the intersection of Camino Tassajara and Lawrence Road, is scheduled for construction in 1999. In addition to their educational functions, the school facilities include buildings and play areas, public meeting space (e.g., the Education Center), and community facilities that augment the Town's parks and recreation facilities.

Child Care: Child care is provided in Danville by a variety of schools, private day care services, community-based organizations, and churches. There are privately operated child care facilities at each of the elementary schools, which provide before and after school care for K-5 students. Some of these facilities are at capacity and are operating with waiting lists. Danville currently has 14 large-family day care centers (i.e., facilities serving from eight to 14 children each) that typically provide care for between 175 and 200 children. A larger number of small-family day care centers (i.e., facilities serving up to seven children) also exists. Child care is an important issue in Danville and is recognized as an ongoing need in the community.

C. GOALS AND POLICIES

GOALS: CIVIC AND COMMUNITY FACILITIES

Goal II Give high priority to development of quality civic, public, and community facilities which serve a broad range of needs within the community.

POLICIES: CIVIC AND COMMUNITY FACILITIES

Implementation Measures

II.01	Require new development to pay its fair share of the cost of civic and community facilities, based on the impacts attributed to that development.	<ul style="list-style-type: none"> • Development Review • Transportation/Parkland Impact Fees
II.02	Work with adjacent communities to identify future needs for regional public facilities in the Tri-Valley area. Ensure that new development contributes its fair share of the cost of these facilities, as well as the local facilities identified in Policy II.01.	<ul style="list-style-type: none"> • Intergovernmental Coordination
II.03	Develop additional multi-purpose community facilities incorporating space for public meetings, cultural events, and other public functions.	<ul style="list-style-type: none"> • Capital Improvement Program • Public/Private Partnerships
II.04	Ensure that high quality library services are maintained for the residents of Danville.	<ul style="list-style-type: none"> • Capital Improvement Program • Intergovernmental Coordination
II.05	Cooperate with the San Ramon Valley Fire Protection District in providing the fire protection facilities needed to maintain or improve existing fire protection standards.	<ul style="list-style-type: none"> • Intergovernmental Coordination
II.06	Encourage superior schools in Danville by coordinating CEQA and the Development Review process with the San Ramon Valley Unified School District. To the extent permitted by law, this review should ensure that new development contributes its fair share to the timely construction of new school and/or administrative facilities.	<ul style="list-style-type: none"> • Development Review • Intergovernmental Coordination
II.07	Encourage the development of quality child care and pre-school facilities in appropriate locations, especially in conjunction with park and private common areas, school, and church facilities.	<ul style="list-style-type: none"> • Intergovernmental Coordination

POLICIES:	CIVIC AND COMMUNITY FACILITIES <i>(continued)</i>	Implementation Measures
II.08	Consider large family child care facilities (as defined by state law) to be appropriate in residential neighborhoods where traffic, safety, and access concerns can be adequately addressed. Larger facilities such as pre-schools may be considered appropriate where safe vehicular access and effective buffering of nearby residences can be achieved.	<ul style="list-style-type: none"> • Zoning Ordinance • Development Review
II.09	Designate portions of new commercial and residential projects for child care and pre-school facilities, where appropriate.	<ul style="list-style-type: none"> • PUD Zoning • Development Review • Zoning Ordinance
II.10	Consider churches and other religious buildings as appropriate in residential areas provided safe vehicular access and effective buffering from noise, traffic, and other impacts can be achieved, and the design is appropriate to the immediate area.	<ul style="list-style-type: none"> • Zoning Ordinance • Development Review
II.11	Work closely with private for-profit and nonprofit organizations to provide cultural, art, sports, and community facilities as necessary to enhance the quality of life for Danville citizens.	<ul style="list-style-type: none"> • Public/Private Partnerships • Capital Improvement Program • Arts Commission
II.12	Provide attractive and inviting surroundings on public property throughout the community.	<ul style="list-style-type: none"> • Arts Commission
II.13	Encourage or develop a coordinated telecommunications system which enhances the availability of information to the community.	<ul style="list-style-type: none"> • Public/Private Partnerships • Capital Improvement Program • Zoning Ordinance



Circulation

A. SETTING

DANVILLE'S STREET AND HIGHWAY SYSTEM

The General Plan designates streets using the following categories: Major Arterial, Major Collector, Neighborhood Collector, and Local Streets. The remaining streets are local access streets that have the sole function of providing access to adjoining land uses. Streets are classified as follows:

Major Arterial Streets

- San Ramon Valley Boulevard (San Ramon City limits to Railroad Avenue)
- Sycamore Valley Road (San Ramon Valley Boulevard to Camino Tassajara)
- Camino Tassajara (Sycamore Valley Road to Town limits)

Major Collector Streets

- Danville Boulevard (El Cerro Boulevard to Town limits)
- Hartz Avenue (San Ramon Valley Boulevard to El Cerro Boulevard)
- Railroad Avenue (San Ramon Valley Boulevard to Hartz Avenue)
- Camino Ramon (Greenbrook Drive to Sycamore Valley Road)
- El Capitan Drive (Crow Canyon Road to Camino Ramon)
- Green Valley Road (Diablo Road to Stone Valley Road)
- Camino Tassajara (Diablo Road to Sycamore Valley Road)
- Diablo Road (Hartz Avenue to Town limits)
- El Cerro Boulevard (Danville Boulevard to Diablo Road)
- Stone Valley Road (Town limits to Green Valley Road)

Neighborhood Collector Streets

- South Hartz Avenue (San Ramon Valley Boulevard to Hartz Court)
- Laurel Drive (South Hartz Avenue to Brookside Drive)
- Brookside Drive (Laurel Drive to Sycamore Valley Road)
- LaGonda Way (El Cerro Boulevard to El Portal Road)
- El Portal Road (Danville Boulevard to LaGonda Way)
- El Pintado Road (La Gonda Way to El Cerro Boulevard)
- Camino Ramon (San Ramon City limits to Greenbrook Drive)
- Greenbrook Drive (Camino Ramon to Sycamore Valley Road)
- Old Orchard Road (Sycamore Valley Road to Camino Tassajara)

Local Streets

- Front Street (South Hartz Avenue to North Hartz Avenue)
- West El Pintado Road (Diablo Road to El Cerro Boulevard)
- Paraiso Drive (Camino Ramon to Greenbrook Drive)
- El Rio Road (El Pintado Road to El Pintado Road)

Figure 16 shows the major roadway network and also illustrates the most critical intersections in Danville.

The predominant roadway corridor in Danville is the I-680 freeway, which bisects the Town in a north-south direction. Within the Town, Danville is accessed by freeway interchanges at Sycamore Valley Road, Diablo Road, El Cerro Boulevard, and El Pintado Road. The Crow Canyon interchange in San Ramon also provides a major point of access to Danville neighborhoods.

Traffic conditions on the freeway and at the interchanges have a major influence on Danville and the levels of congestion found on surface streets

within the Town. When an accident or unusual condition causes a breakdown in freeway traffic flow, the Town is immediately affected by diverted traffic using Town streets to bypass the incident. San Ramon Valley Boulevard, Hartz Avenue, Danville Boulevard, and Camino Ramon are particularly susceptible to traffic conditions on the I-680 freeway. Diablo Road, Green Valley Road, and Stone Valley Road are also affected.

The Town of Danville has a well-defined arterial roadway system that serves traffic to and from residential areas on the east side of the I-680 freeway. The El Cerro Boulevard/Diablo Road/Blackhawk Road corridor and the Sycamore Valley Road/Camino Tassajara corridor both provide east-west circulation through the Town. While most segments of these roads have been improved to arterial standards, limited segments have been retained at a two-lane standard and several are rural or residential in character. Crow Canyon Road provides a third east-west corridor along the Town's southern border.

Danville Boulevard, Hartz Avenue, Railroad Avenue, and San Ramon Valley Boulevard form a north-south corridor on the west side of the I-680 freeway. Other than Camino Ramon, which parallels the freeway between Crow Canyon and Sycamore Valley Roads, there are no major north-south arterials on the east side of I-680.

Daily traffic volumes help to identify the appropriate classification for a street. Figure 16 shows the daily traffic volumes that were counted by the Town of Danville in various locations during 1998. The most recent available traffic counts from the California Department of Transportation (1997) are shown for I-680. In 1997, traffic volumes on the I-680 freeway in Danville ranged from 135,000 to 151,000 vehicles per day, an increase of about 50 percent since 1987.

Other than I-680, the highest traffic volumes are on Sycamore Valley Road east of I-680 (25,770), Camino Tassajara east of Sycamore Valley Road (23,530), Diablo Road west of I-680 (22,600), Camino Tassajara east of Crow Canyon Road (22,570), and San Ramon Valley Boulevard south of Railroad Avenue (22,400). All of these higher volume streets are designated as Major Arterials, except for Diablo Road which is designated as a Major Collector. Other than Diablo Road, all other Major Collectors carry 12,100 daily vehicles or less. To the extent that counts are available, all streets designated as Neighborhood Collector or Local Streets carry 9,000 or fewer daily vehicles.

The most critical time of the day for traffic operations in Danville is the P.M. peak, typically lasting from 4 to 6 P.M. However, roads in the vicinity of Danville schools experience their highest levels of congestion during the morning or mid-afternoon school peak periods.

In traffic engineering methodology, streets and intersections are classified into six "levels of service" reflecting the degree of traffic congestion. Levels of Service range from A (light traffic) to F (extreme congestion, traffic levels above the capacity of the facility). Usually, Level of Service C or D is considered acceptable for peak hour conditions.² Existing Level of Service (LOS) at major intersections in Danville is shown in Figure 17.

All of the major intersections in Danville operate at LOS C or better during the A.M. and P.M. peak hours. This indicates that the intersections have adequate turn lanes to provide acceptable to good traffic operations despite high traffic volumes on some street segments. Between 1986 and 1999, the number of signalized intersections in the Town grew more than three-fold. A number of new signals are planned for installation during the life of the General Plan.

² Levels of service at signalized intersections are calculated based on the volume to capacity ratio according to the Contra Costa Transportation Authority's Technical Procedures. These procedures use a planning method of capacity calculation based on Circular 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) with average capacities modified to match observed conditions on Contra Costa County streets.



Figure 16.
Traffic Volumes, 1998–2010

Figure 17.
Existing Intersection Operations, 1998

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	V/C	LOS	V/C	LOS
Diablo Road and El Cerro Boulevard	0.47	A	0.42	A
Green Valley Road and Diablo Road	0.49	A	0.47	A
Hartz Avenue and Railroad Avenue	0.37	A	0.44	A
Hartz Avenue and Diablo Road	0.36	A	0.50	A
Camino Tassajara and Diablo Road	0.56	A	0.60	A
Sycamore Valley Road and Camino Tassajara	0.57	A	0.48	A
Crow Canyon/Blackhawk and Camino Tassajara	0.71	C	0.59	A
San Ramon Valley Blvd. and Railroad Avenue	0.36	A	0.52	A
San Ramon Valley Blvd. and Sycamore Valley Road	0.36	A	0.58	A
I-680 NB ramps and Sycamore Valley Road	0.49	A	0.63	B
Camino Ramon and Sycamore Valley Road	0.54	A	0.59	A
Greenbrook Drive and Sycamore Valley Road	0.58	A	0.53	A
Camino Ramon and El Capitan Drive	0.29	A	0.34	A
San Ramon Valley Blvd. and Greenbrook Drive	0.34	A	0.28	A
Camino Ramon and Greenbrook Drive	0.39	A	0.52	A

Source: CCS Engineering, 1999

Notes: V/C = Volume to Capacity Ratio
LOS = Level of Service



Presently, the busiest locations within the Town include:

- Camino Tassajara at Crow Canyon Road/Blackhawk Road
- Diablo Road at Green Valley Road
- Sycamore Valley Road at San Ramon Valley Boulevard
- San Ramon Valley Boulevard at Railroad Avenue

BICYCLE FACILITIES IN DANVILLE

Figure 18 indicates Class I, II, and III bicycle routes within the Town of Danville. Current facilities are consistent with the adopted Countywide Bicycle Plan. The Town has included bicycle facilities within its adopted Trails Master Plan and has moved aggressively forward with new bicycle facilities within the past ten years. Provision of bicycle facilities has regularly been a requirement for the approval of new development within the Town. Bicycle traffic is considered in the design of all new traffic signals installed by the Town, and local transit buses are equipped with bicycle racks. The Town should continue these activities and continue to provide for improvements such as signalized crossings, bike lockers, and bike racks, in its capital improvement programming.

PUBLIC TRANSIT SERVICE IN DANVILLE

Transit service in Danville is typical of many suburban communities. Limited local service is provided with the emphasis on routes serving the commute corridors. The regional carrier, Central Contra Costa Transit Authority (CCCTA), provides three routes into and through Danville.

The CCCTA operates a bus service (Route 121) that connects the Walnut Creek BART station with the Dublin/Pleasanton BART station. In addition to connecting with BART, this bus also connects with other CCCTA buses at the two terminals. This bus provides service every 30 minutes between approximately 6:00 A.M. and 10:00 P.M. on weekdays.

It also provides service every 60 minutes between approximately 8:00 A.M. and 8:00 P.M. on Saturdays and between 9:00 A.M. and 5:00 P.M. on Sundays. The bus travels along Danville Boulevard, Hartz Avenue, and San Ramon Valley Boulevard while in Danville.

A second bus (Route 960) provides service between the Walnut Creek BART station and Bishop Ranch, including the San Ramon Intermodal Transit Facility. This service runs only on weekdays, from approximately 7:00 A.M. to 6:00 P.M., using Crow Canyon Road and Alcosta Boulevard before entering Bishop Ranch. Sponsored by Bishop Ranch, it is free to passengers with Bishop Ranch identification cards. Other passengers pay the regular rate. This bus connects with several other bus routes at the San Ramon Intermodal Transit Facility. The bus stops at the Danville Park and Ride several times a day.

A third bus (Route 221) runs on a limited service route, providing service primarily to school children. It begins at Alamo Plaza on Danville Boulevard and winds its way eastward and southward to the City of San Ramon.

In addition, the Altamont Commuter Express (A.C.E.) train provides service from the Central Valley to the Silicon Valley through the Tri-Valley area. The County Connection presently funds an A.M. and P.M. peak hour A.C.E. shuttle between Contra Costa County and communities east of the Altamont Pass, including a stop at the Danville Park and Ride. The Town encourages the continuation of this service in the future.

Several privately sponsored vanpools operate from areas in and around Danville, providing guaranteed seating and direct service on a monthly fee basis. Patrons are picked up at points near the I-680 freeway ramps and are taken to major work locations in San Francisco and other cities.

PARK AND RIDE FACILITIES

A 246-space park and ride facility was completed in mid-1998 at the northeast quadrant of



Figure 18.
Circulation Plan

the I-680 freeway and Sycamore Valley Road. The park and ride facility, and similar facilities in Alamo and San Ramon, were first identified as mitigation measures for the widening of the I-680 freeway and later funded by Measure C-1988 and other sources. The Altamont Commuter Express and County Connection buses stop at this facility during peak hours. No other formal park and ride facilities are planned. However, some sites near freeway ramps are used as informal carpool meeting locations.

ELDERLY AND HANDICAPPED SERVICE

All CCTA buses providing service to the area are 100 percent lift-equipped for handicapped accessibility and have reduced fares for seniors and disabled riders. The CCTA also contracts with a private company (Laidlaw Transit) to provide para-transit services to residents of the San Ramon Valley. This service is for those people who cannot use fixed route transit because of disabilities. The para-transit service provides on-demand transportation to any location within the county, including a transfer facility that connects to inter-county services. The City of San Ramon provides buses, operated by volunteers, that take senior citizens to and from the San Ramon Senior Center. This service is also available to residents of Danville.

CURRENT STATUS OF THE SOUTHERN PACIFIC RIGHT-OF-WAY

The former San Ramon Southern Pacific Railroad branch line, running from Concord through Pleasant Hill, Walnut Creek, Danville, and south into Alameda County, has been redeveloped as the Iron Horse Trail. The trail is complete and paved within Danville. A signalized trail crossing is being planned for the trail's intersection with San Ramon Valley Boulevard.

In Danville, the right-of-way generally passes through areas of single family residences. Between Prospect Avenue and San Ramon Valley Boulevard, in Downtown Danville, several commercial uses

and the historic railroad station are situated within the former right-of-way. The Iron Horse Trail has numerous crossings of residential and arterial streets as it traverses the Town.

The Town is opposed to the use of the Iron Horse Trail within Danville as a mass transit facility. In 1984, the Town Council adopted a resolution (Resolution No. 10-84) which included the following policy statements related to the former Southern Pacific right-of-way:

- That Danville should retain land use controls on the right-of-way.
- That the I-680 freeway corridor should be considered as the appropriate location for major transit facilities.
- That protection of residential property values and enjoyment of residential property be given prime consideration when selecting a use for the right-of-way.

In 1988, the Town of Danville, the City of San Ramon, and Contra Costa County adopted a joint policy statement that the abandoned right-of-way "...shall be used as a non-motorized transportation and underground utility corridor from Rudgear Road south to the Contra Costa/Alameda County line." In 1991, the Town Council adopted another resolution (Resolution No. 153-91) relating to the Iron Horse Trail. This resolution endorsed five policy statements, including support for mass transit within the I-680 freeway right-of-way only, and exclusive pedestrian, equestrian, or bicycle travel on the abandoned Southern Pacific right-of-way (i.e., the Iron Horse Trail). This position has been consistently adhered to since its adoption.

Several alternative uses have been discussed for this right-of-way, including various types of mass transit. As recently as 1995, Alameda County requested that the line be preserved as a route for future transportation uses within Alameda County. The introduction of mass transit would present numerous public safety hazards for motorists, pedestrians, equestrians, and bicyclists using adjacent

streets and paths. In addition, the number of at-grade crossings implies either very slow transit speeds or significant traffic congestion at street crossings along the route.

REGIONAL AND SUBREGIONAL TRANSPORTATION PLANNING

Danville participates in a number of regional and subregional transportation planning activities. The Contra Costa Transportation Authority (CCTA) is responsible for countywide implementation of Contra Costa County Measure C (1988). The CCTA manages the \$1 billion half-cent sales tax revenues, oversees the completion of projects and programs, implements the growth management program, and serves as the County's Congestion Management Agency (CMA). The Southwest Area Transportation Committee (SWAT) is one of five subregional planning committees advisory to the CCTA. Other members of SWAT are Contra Costa County and the cities of Lafayette, Moraga, Orinda, and San Ramon. Danville has representation on the policy board and technical advisory boards of both CCTA and SWAT.

Danville, along with Alameda and Contra Costa counties and the cities of Dublin, Livermore, Pleasanton, and San Ramon, are members of the Tri-Valley Transportation Council (TVTC). The TVTC serves as a clearinghouse for subregional transportation issues. Its primary activities are to agree on methodologies for modeling traffic, to prepare a subregional transportation plan (completed), to implement a subregional transportation development fee for traffic mitigation (completed), and to develop and implement a strategic expenditure plan (completed). Part of the Tri-Valley Transportation Development Fee is retained for local projects while most of the fee funds projects that have interjurisdictional impacts. Danville has representation on the policy board and technical advisory board of the TVTC. The Town also participates in the joint powers agreement with Contra Costa County and the City of San Ramon that established

the Southern Contra Costa (scc) Fee Areas and adopted the scc regional and scc subregional fees for road improvements.

B. FORECAST

Figure 16 shows the daily traffic volumes on major streets forecast for the year 2010. The forecasts have been derived from the Tri-Valley Transportation Model, a computerized forecasting tool which projects traffic volumes based on assumptions about land use and socio-economic changes provided by the Association of Bay Area Governments. Previously, the Model's assumptions for Danville were based on the 2005 General Plan designations. For the General Plan update, the Town of Danville identified "Opportunity Sites" where land use designations might be revised. The additional growth associated with these revisions was factored in for each traffic analysis zone to prepare updated traffic forecasts. Future (2010) traffic volumes were projected based on the Tri-Valley Model's "Financially Constrained Network."

The forecasts shown on Figure 16 represent two-way total daily volumes. Figures for 1998 are shown for comparison. The projected volumes are based on a capacity-constrained assignment of trips to the future road network. In other words, the Model assumes that drivers will select alternate routes when a particular route becomes congested. The projected volumes represent the results of redistributing trips among available routes within corridors of travel rather than the unconstrained travel desires on each facility.

The Tri-Valley Model forecasts include two additional adjustments. The Model adjusts the peak hour trip generation of specific residential areas in the Tassajara Valley to better represent observed traffic volumes on Camino Tassajara. The Model also uses a "gateway constraint" procedure, which limits the amount of peak hour traffic entering the Tri-Valley area during peak hours according to the maximum hourly capacities of the I-680 and I-580 freeways. The gateway constraint pro-

cedure results in more realistic projections of peak hour traffic at the regional constraint points, although these projections may be lower than the full peak hour traffic demands at specific land uses in the Tri-Valley area.³

The most significant increases in traffic are projected on the edges of the Town of Danville. For example, traffic on Camino Tassajara east of Crow Canyon Road is projected to increase by 63 percent between 1998 and 2010. Other significant increases are projected on Danville Boulevard north of LaGonda Way (37 percent), Green Valley Road (23 percent), Diablo Road east of Green Valley Road (48 percent), and San Ramon Valley Boulevard south of Greenbrook Drive (35 percent). Projected traffic increases in the central areas of Danville are mostly in the zero to ten percent range.

It should be noted that a significant portion of the projected increase in traffic volumes on Danville streets would be related to growth in the Tri-Valley region as opposed to growth in Danville. The 2010 land use projections include only an eight percent increase in housing and population within Danville but they include the addition of 10,360 households and 5,370 employees in the Dougherty Valley. Traffic increases would also be caused by further diversion from the congested I-680 and I-580 freeways. Traffic volumes on I-680 in Danville are projected to increase 20 to 25 percent from 1998 to 2010. These increases would tend to encour-

age additional diversion of local traffic to parallel routes such as San Ramon Valley Boulevard or to “back door” routes such as Camino Tassajara.

In addition to projecting volumes along road segments, the Town developed forecasts of turning movements at intersections as part of the General Plan update. Intersection volumes were projected using standard CCTA modeling procedures.⁴ As a check, the projected 2010 turn movements were compared to the most recent available traffic counts. In some locations, the 2010 traffic projection was lower than the 1998 count due to the Model’s diversion of traffic to less congested routes and its “gateway” constraints along the freeways. To ensure more realistic growth projections, the higher of the two figures (1998 vs 2010) were used in each case.

Projected intersection operations are shown in Figure 19. Most intersections are projected to operate at LOS C or better. During the A.M. peak hour, LOS D operations are projected at the intersection of Green Valley Road with Diablo Road, and at the intersection of Crow Canyon Road/Blackhawk Road with Camino Tassajara.

FUTURE NEEDS FOR BICYCLE CIRCULATION IN DANVILLE

Bikeways serve a variety of functions in Danville including transportation and recreation for people of all ages. Certain bikeway routes are recreational

³ An adjustment process was used to improve the accuracy of the projected traffic volumes. Rather than directly using the Model’s estimates of 2010 traffic on each road segment, the projections were based on the growth increment between 1998 and 2010. The 1998 volumes were estimated by interpolating between 1990 and 2000 volumes. The 1998 to 2010 growth increment was then added to the 1998 observed traffic count on each road segment where counts were available. This adjustment process parallels the Contra Costa Transportation Authority’s recommended methodology for traffic analysis and provides more realistic estimates of future traffic volumes in locations where the Model does not accurately reflect existing conditions.

⁴ The link volumes in and out of each intersection were first adjusted using a similar procedure as the daily traffic volume projections, where the growth increment between 1998 and 2010 was added to actual 1998 traffic counts. The 1998 intersection turn movements were then factored using the “Furness” process so that the projected movements for 2010 sum up to the same peak hour approach and departure volumes forecast for the adjoining roadway links.

Two different base year projections were used for Town of Danville intersections. For those intersections that were included in the Tri-Valley Model, a 1990 base year was used for consistency. For other intersections, the most recent available turn movement counts were used as starting points, and 1998 was used as the base year for link volume adjustments (the 1998 Model volume was estimated by interpolating between 1990 and 2000 Model volumes, as with the road link projections).

Figure 19.
Projected Intersection Operations, 2010

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	V/C	LOS	V/C	LOS
Diablo Road and El Cerro Boulevard	0.53	A	0.43	A
Green Valley Road and Diablo Road	0.83	D	0.72	C
Hartz Avenue and Railroad Avenue	0.45	A	0.47	A
Hartz Avenue and Diablo Road	0.53	A	0.55	A
I-680 SB Ramps and Diablo Road	0.64	B	0.62	B
I-680 NB Ramps and Diablo Road	0.48	A	0.46	A
Camino Tassajara and Diablo Road	0.59	A	0.59	A
Sycamore Valley Road and Camino Tassajara	0.53	A	0.41	A
Crow Canyon/Blackhawk and Camino Tassajara (*)	0.85	D	0.75	C
San Ramon Valley Blvd. and Railroad Avenue	0.44	A	0.63	B
San Ramon Valley Blvd. and Sycamore Valley Road	0.46	A	0.77	C
I-680 NB ramps and Sycamore Valley Road	0.50	A	0.66	B
Camino Ramon and Sycamore Valley Road	0.52	A	0.59	A
Greenbrook Drive and Sycamore Valley Road	0.68	B	0.60	A
Camino Ramon and El Capitan Drive	0.29	A	0.34	A
San Ramon Valley Blvd. and Greenbrook Drive	0.43	A	0.38	A
Camino Ramon and Greenbrook Drive	0.43	A	0.54	A
El Capitan Drive and Crow Canyon Road	0.71	C	0.54	A

Source: CCS Engineering, 1999

Notes: (*) Includes planned improvements

V/C = Volume to Capacity Ratio

LOS = Level of Service

facilities, attracting riders from throughout the Bay Area for recreational riding. Utilization of bikeways is likely to increase as Danville improves its present bikeway system and as the community grows. A number of bikeway improvements, depicted on Figure 18, are planned to meet the growing demand.

FUTURE PUBLIC TRANSIT SERVICE IN DANVILLE/TRANSPORTATION SYSTEM MANAGEMENT

The great majority of travel in the I-680 freeway corridor (and correspondingly on major roadways in the Town of Danville) will continue to be

made by the private automobile, even as congestion worsens. Because of the relative affluence of the area's residents, which results in a high level of auto ownership, and the relatively low density development pattern, only a small portion of future work trips are expected to be made by other means. However, some increases in the public's use of transit and related alternative modes, such as bicycles, carpools, and vanpools, are likely to occur as roadways become more congested.

There still are potential opportunities where localized transit service, either a fixed route or dial-a-ride type service, could help relieve traffic

congestion occurring during peak demand periods and alleviate some of the parking demand in the Downtown area occurring during the day. Future express bus service, similar to that which now exists, should continue to attract additional riders for the longer haul commutes, either to nearby BART stations or directly to major work destinations. The feasibility of restored bus service to local schools should be studied as a means of reducing congestion.

Since the great majority of Danville residents are not presently served by any fixed route bus, it is important to identify areas of the Town where such service is likely to be most appropriate. These areas include Downtown Danville and other locations containing higher density residences, retail/commercial uses, and public buildings or institutional centers. At the same time, full-size fixed route buses operating on a regular schedule may not be well received when traveling through residential areas. Alternative types of service, such as dial-a-bus or dial-a-van, may be more appropriate for many quieter residential areas where transit would only come on call or as needed to pick up or drop off passengers.

POTENTIAL MASS TRANSIT CORRIDORS AFFECTING DANVILLE

From a regional perspective, major growth in travel demand will strongly increase the potential for development of a separate right-of-way that can accommodate some form of high occupancy travel mode, such as a busway or light rail service. This would serve many of the through trips projected to occur between the areas north of the San Ramon Valley (Central and East Contra Costa County) and growing major employment centers such as Bishop Ranch and Hacienda Business Park.

The Town supports mass transit within the I-680 freeway right-of-way, provided detailed ridership and travel demand studies are completed before the type and route of the transit system are finalized. As stated previously in this chapter, the Town does not consider the Iron Horse Trail to be appropriate for development as a mass transit route.

Given the preference of residents for use of their own automobiles, it is appropriate for the Town to continue to inform citizens about the negative effects of single occupancy auto use on the quality of life in Danville. The Town should promote bicycle and pedestrian travel, and should encourage carpooling, vanpooling, improved public transit, and other strategies which reduce dependency on single passenger autos.

C. GOALS AND POLICIES

GOALS: CIRCULATION

Goal 12 Provide for safe and efficient travel on Town of Danville streets.

Goal 13 Provide convenient and efficient alternative transportation modes to the automobile.

Goal 14 Minimize the intrusion of through traffic on residential streets.

Goal 15 Integrate land use and transportation planning to increase the viability of alternative transportation modes and minimize vehicle trips.

Goal 16 Actively participate in regional transportation planning, consistent with overall goals of Danville residents and businesses.

POLICIES: CIRCULATION

Implementation Measures

12.01	Maintain roadways and traffic control devices in safe and effective operating condition.	<ul style="list-style-type: none"> • Pavement Management Program • Traffic Safety Program • Neighborhood Traffic Management Program
12.02	Use the most up-to-date version of the Highway Capacity Manual (which ranks roadway operating conditions on a scale from "A" through "F") to define acceptable service levels on Danville roadways. Require that the operating level of service on Basic Routes be no worse than mid-range "D" during the peak hours.	<ul style="list-style-type: none"> • Development Review • Traffic Monitoring Program
12.03	Implement physical and operational improvements to improve roadway and intersection capacity that are: (1) consistent with the need to preserve the character of residential streets; and (2) sensitive to the requirements of bicycles and pedestrians.	<ul style="list-style-type: none"> • Capital Improvement Program • Circulation System Map • Private Street Policy
12.04	Limit the number of curb cuts and other access points along arterial streets to avoid congestion and to improve traffic safety.	<ul style="list-style-type: none"> • Development Review • Traffic Safety Program • Private Street Policy

POLICIES:	CIRCULATION (<i>continued</i>)	Implementation Measures
12.05	Require site-specific traffic studies for development that is likely to generate significant volumes of traffic. If such studies indicate that the development could cause the Town's level of service standards to be exceeded, require modifications to the project and/or transportation improvements which ensure that level of service standards are maintained.	<ul style="list-style-type: none"> • Development Review
12.06	Consider implementation of technologically advanced tools to enforce traffic regulations and monitor traffic conditions.	<ul style="list-style-type: none"> • Traffic Safety Program • Traffic Monitoring Program
13.01	Support an expanded bus transit system in Danville which is integrated with surrounding communities and is coordinated through CCCTA (County Connection) and other transportation agencies in the Tri-Valley area.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Local Transit Plan
13.02	Create and maintain a safe, effective system of bikeways and roadways suitable for bicycle use, including an integrated network of off-road bicycle trails and bicycle lanes along collector and arterial streets.	<ul style="list-style-type: none"> • Bikeways Plan • Trails Master Plan • Capital Improvement Program
13.03	Assure the provision of adequate bicycle support facilities at all major bicycle usage locations.	<ul style="list-style-type: none"> • Bikeways Plan • Development Review
13.04	Encourage ridesharing, car and vanpooling, park-and-ride and other alternative modes to the single-occupant automobile.	<ul style="list-style-type: none"> • Transportation Systems Management Program • Intergovernmental Coordination
13.05	Provide a pleasant and safe environment for pedestrian movement.	<ul style="list-style-type: none"> • Street Beautification Guidelines • Downtown Master Plan/Ordinance
13.06	Undertake improvements which reduce traffic congestion around Danville's school campuses while ensuring safe, efficient transportation for students, parents, and faculty. Work with other jurisdictions to explore ways to reinstate school bus service.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Grant Funding

POLICIES:	CIRCULATION (<i>continued</i>)	Implementation Measures
14.01	Implement neighborhood traffic management measures, including physical changes and traffic control devices, which increase neighborhood livability and street ambiance, discourage through traffic on residential streets, discourage speeding, and ensure vehicle, pedestrian, and bicycle safety. Require the design of streets in new development areas to incorporate traffic calming features.	<ul style="list-style-type: none"> • Development Review • Neighborhood Traffic Management Program • Capital Improvement Program • Private Street Policy
14.02	Improve major collectors and arterials to a high level of service in order to minimize through traffic on residential streets. Any improvements should balance the needs of motorists, pedestrians, and bicyclists. Fees	<ul style="list-style-type: none"> • Circulation System Map • Capital Improvement Program • Transportation Improvement
14.03	Minimize impacts of large public transit vehicles in neighborhoods while maintaining or improving levels of transit service.	<ul style="list-style-type: none"> • Local Transit Plan • Circulation System Map
14.04	Maintain and enforce regulations on construction traffic which ensure vehicle safety, limit the potential for nuisance conditions, and reduce conflicts with adjacent uses and traffic patterns.	<ul style="list-style-type: none"> • Development Review • CEQA
15.01	Coordinate development planning with the capacity of the transportation system and coordinate the planning of the transportation system with existing and planned land uses.	<ul style="list-style-type: none"> • Circulation System Map • Capital Improvement Program • Transportation Improvement Fees • Growth Management Element
15.02	Investigate possible implementation of new performance measures for Danville's transportation infrastructure, based on factors such as accessibility, vehicle miles traveled, duration of peak period, mode split, delay, queue length, and average vehicle occupancy.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Growth Management Element • Development Review
15.03	Promote bicycle and pedestrian oriented mixed use development in appropriate locations, including residential, commercial, and employment activities that are easily accessible by foot, bicycle, or transit.	<ul style="list-style-type: none"> • Development Review • Downtown Master Plan and Ordinance • Zoning Ordinance
15.04	Encourage the provision and use of services, facilities, and infrastructure (such as the Sycamore Valley Road park and ride) to reduce the need to travel by single occupant automobile.	<ul style="list-style-type: none"> • Capital Improvement Program • Development Review

POLICIES:	CIRCULATION (<i>continued</i>)	Implementation Measures
15.05	Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development, and to provide connections to adjacent development.	<ul style="list-style-type: none"> • Development Review • Downtown Master Plan and Ordinance
15.06	As a means of reducing peak hour trips, encourage owner/ resident-operated home based businesses and telecommuting from home where the business is not perceptible from the exterior of the home.	<ul style="list-style-type: none"> • Zoning Ordinance
16.01	Work with other agencies, including neighboring cities, Contra Costa County, TVTC, CCTA, County Connection, CALTRANS, and MTC on multi-jurisdictional transportation issues affecting Danville.	<ul style="list-style-type: none"> • Intergovernmental Coordination
16.02	Participate in regional transportation systems management (TSM) programs and adopt a consistent local program.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Transportation Systems Management Program
16.03	Work closely with the County and other involved agencies to ensure that the I-680 freeway right-of-way shall be the route for any future light rail system to avoid adversely affecting the residential character of Danville's neighborhoods and Danville's street system.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Local Transit Plan
16.04	Encourage the Tri-Valley Transportation Council to consider local land use policies and growth management strategies when examining proposals for new transportation facilities.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Dougherty Valley Settlement Agreement • Growth Management Element

Infrastructure

A. SETTING

Infrastructure is the system of basic public improvements needed to serve urban development. This system includes water supply and storage facilities; storm drainage and flood control facilities; sewage collection, treatment, and disposal facilities; and gas, electric, and telecommunication facilities.

As described in Figure 11, the basic components of infrastructure in the Town, with the exception of local storm drainage facilities, are provided by public utilities or special districts serving the San Ramon Valley. The Town coordinates the infrastructure construction provided by other jurisdictions through its Capital Improvement Program. Coordination of maintenance is also critical, since the maintenance of water, sewer, gas, electric, and communication facilities by special districts and utilities can be potentially disruptive to Danville neighborhoods. It is particularly important to coordinate utility maintenance with the Town's repaving and pavement management programs.

Another major planning issue surrounding infrastructure involves the growth-inducing aspects of new infrastructure. In the past, decisions to extend utilities and provide capacity to developing areas have often occurred without overall consideration of the potential impacts such decisions have on other service providers or on the environ-

ment in general. In response, a variety of subregional commissions and planning strategies have been created to coordinate decisions with regional impacts.

B. FORECAST

Because of the growth and development activity in the San Ramon Valley and adjacent areas in Contra Costa and Alameda Counties, a great deal of engineering and construction has occurred to assure that utilities are available to the growing areas.

Based upon current projections, water supply and sewage capacity can be made available to meet the needs of projected development in the existing Town limits. Additional development in areas beyond the Town limits (particularly in the Tassajara and Dougherty Valley areas) may be questionable given existing water and sewer system capacity limitations. Because the Town of Danville does not provide water and sewer services in these areas, this Plan does not address these capacity issues.

The major infrastructure and civic facility capital improvements planned in the Town during the next five years are illustrated in the implementation section of this chapter (see Figure 20). Between now and 2010, probably the most limiting infrastructure capacity constraint will be created by traffic congestion on the I-680 freeway and local streets. This issue is discussed more fully in the previous section addressing Circulation.

C. GOALS AND POLICIES

GOALS: INFRASTRUCTURE

- Goal 17** Ensure that local water supply, storm drainage, sewerage, streets, and similar facilities are well maintained; improvements meet existing and future needs; and land use decisions are contingent on the adequacy and maintenance of such facilities.

POLICIES: INFRASTRUCTURE

Implementation Measures

- | | | |
|-------|---|---|
| 17.01 | Maintenance and improvement of the street and storm drainage system shall receive high priority during the annual Capital Improvement Program review. | <ul style="list-style-type: none"> • Capital Improvement Program • Stormwater Pollution Control Program |
| 17.02 | Coordinate development approvals with the appropriate agencies to ensure that adequate water quantity, quality, and distribution; adequate sewage collection and wastewater treatment capacity; and other utilities can be provided to serve proposed development projects without adverse community impacts. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 17.03 | In accordance with the Town of Danville's Growth Management Element, ensure that all water and sewer infrastructure is designed to meet the standards established by the East Bay Municipal Utility District and the Central Contra Costa Sanitary District. | <ul style="list-style-type: none"> • Growth Management Element • Development Review |
| 17.04 | Continue to provide for flood control, protection from erosion and siltation, and improvements to urban runoff as required by federal law. Continue to explore the recreational potential of flood control facilities and waterways, consistent with public safety and security, and stress aesthetic treatment of needed facilities. | <ul style="list-style-type: none"> • Master Storm Drainage Plan • Intergovernmental Coordination • Growth Management Element |
| 17.05 | Assure that the costs of upgrading and constructing public facilities needed to serve new development shall be the responsibility of the developers and not existing residents. | <ul style="list-style-type: none"> • CEQA • Development Review • Impact Fees • Assessment Districts |
| 17.06 | Discourage private infrastructure improvements such as private roads and private storm drainage systems. | <ul style="list-style-type: none"> • Zoning Ordinance • Development Review |

POLICIES: INFRASTRUCTURE (*continued*)

Implementation Measures

- 17.07 Protect surface water from pollution by ensuring that stormwater discharges comply with San Francisco Bay Area Regional Water Quality Control Board limits, establishing nonpoint source pollution control measures as required by federal and state law, controlling erosion and sedimentation, and encouraging retention ponds and other measures which reduce or contain urban runoff.

- Stormwater Pollution Control Program
- Development Review



Implementation Strategy

The goals and policies in the Public Facilities Chapter will be implemented with a variety of techniques. The key implementation measures are listed below. General implementation strategies, applicable to all categories of public facilities, are listed first. These are followed by strategies specifically aimed at parks, recreation, and open space; civic and community facilities; circulation; and infrastructure, respectively. Where appropriate, recommended changes to the strategies are listed at the end of each section.

For ease of reference, the strategies in each section are listed in alphabetical order.

A. STRATEGIES APPLYING IN ALL SUB-CHAPTERS

The following implementation strategies apply to the following topics addressed in this chapter:

- Parks, Recreation, and Open Space
- Civic and Community Facilities
- Circulation
- Infrastructure

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five-year period in Danville. It includes cost estimates, the phasing of specific improvements and associated costs, and methods with which specific improvements will be financed. The CIP helps implement the General Plan by ensuring that Town revenues are invested in projects that are consistent with the Land Use Map, as well as the Growth Management Element and other parts of the General Plan.

Figure 20 presents a map showing the location of planned capital improvements included in the CIP.

A number of major improvements to the circulation system have been made since the Town was

incorporated. At this time, the only potential new street to be included in the Town's Capital Improvement Program is a connection between Matadera Way and Blemer Road. Most of the circulation-related items in the CIP, other than maintenance, relate to trails.

Proposed Revisions or Actions:

The Town will continue to update its CIP annually. Future updates should evaluate the need for additional community facilities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The Town will continue to follow all appropriate environmental review procedures as established by the California Environmental Quality Act (CEQA) and its implementing regulations. In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

DEVELOPMENT REVIEW

Development Review comprises the process through which development applications are received, evaluated, and acted upon. This implementation measure includes the day-to-day activities of Planning, Building, and Engineering staffs, and the activities of the Planning Commission and Town Council. The Design Review Board, Heritage Resource Commission, Arts Commission, and Park and Leisure Services Commission are involved if the application relates to their missions.

During the Development Review process, projects are evaluated for their potential impacts on park and recreation facilities and the resources of the project site relative to the park and recreation needs of the community. Guidelines are also used to assess the environmental impact of proposed churches, child care, and pre-school facilities. Determination of the appropriate parkland dedication, levying of in lieu fees, and preliminary design of on-site parks and recreational facilities occurs during the Development Review process.

The design of collector streets and their orientation to arterial streets is also a major element of the Development Review process. The Town requires private developments to include street and bikeway designs that meet Town engineering standards and do not cause significant off-site traffic problems. Needed off-site improvements are financed through the Transportation Improvement Fee (TIF) and special assessments.

Proposed Revisions or Actions:

The Town should continue to assess the impact of new development upon the demand for civic facilities and implement impact fees or other mechanisms to help finance needed improvements.

The Town should continue to include a requirement in the review of large projects which states that impacts upon community facilities and services be considered. Where appropriate, it should continue to include mitigation measures that require dedication of land and/or building space for community facilities.

When environmental review of a project indicates a significant impact upon demand for child care and pre-school facilities, the Town should continue to require, as a condition of map approval, dedication of land or building area for needed facilities or participation in other off-site child care and pre-school programs.

GRANT FUNDING

A variety of state and federal programs grant local governments funds for developing local public facilities.

Proposed Revisions or Actions:

As a part of the proposed Parks, Recreation, and Open Space Master Plan and other programs, the Town should continue to identify, evaluate, and where appropriate, apply for available grants.

GROWTH MANAGEMENT ELEMENT

The Growth Management Element of

Danville's General Plan, adopted in 1991, establishes level of service and performance standards for several types of infrastructure, including transportation facilities, parks, police, fire, water, wastewater, and storm drainage.

A number of regional transportation planning activities have taken place consistent with the Measure C-1988 Growth Management Program in Contra Costa County. These include the Contra Costa Transportation Authority compliance checklist; the Southwest Area Transportation Committee's Action Plans for Routes of Regional Significance; and the Tri-Valley Transportation Council's traffic model methodology, impact and development fees, and Strategic Expenditure Plan.

Additional information on the Growth Management Element is contained in the Planning and Development Chapter of the General Plan.

IMPACT FEES

Impact fees collected from new development are used to fund a variety of capital improvements, including roads, parks, water and sewer facilities, and schools. Several of these fees are collected by special districts and utilities rather than the Town of Danville. Specific information on road and park dedication fees is presented later in this chapter (see the listings under Parks, Recreation, and Open Space, and Circulation).

INTERGOVERNMENTAL COORDINATION

The complex overlay of jurisdictions providing public services and directly or indirectly controlling land use in the Tri-Valley area make effective intergovernmental coordination essential to the Town of Danville. Intergovernmental coordination is an integral part of planning for infrastructure, parks and open space, and transportation facilities.

For example, the Town of Danville and the San Ramon Valley Unified School District have developed a successful cooperative agreement for provision of parks and recreation facilities. School



grounds, with their play yards and ball fields, are an important component of recreation facilities in Danville. A Master School Parks Agreement has been executed between Danville and the School District, which covers all school parks and the tennis courts at the two high schools. Osage Station Park and Sycamore Valley Park, both adjacent to schools, have dedicated school use of designated areas during a portion of the day. Current plans to build a swimming pool at Monte Vista High School and a gymnasium at Los Cerros Middle School include financial contributions from the Town of Danville to ensure community use of these facilities before and after school, on weekends, and during the summer.

Danville is involved in regional transportation issues at a number of different levels, and is coordinating with a number of different government agencies such as the Contra Costa Transportation Authority (CCTA), Southwest Area Transportation Committee (SWAT), Tri-Valley Transportation Council (TVTC), and the Central Contra Costa Transit Authority (CCCTA). The planning of freeway and public transportation systems is an ongoing activity. The provision of bus transit will continue to be a regional issue which will require that Danville be active both in central Contra Costa County and the Tri-Valley area. Access to BART and CCCTA will both be important factors. Locally, transportation planning will involve highway system planning both with other cities and with the County (e.g., efforts to develop auxiliary lanes along the I-680 freeway through Danville and San Ramon).

Proposed Revisions or Actions:

Cooperation with the San Ramon Valley Unified School District should include continuing actions for joint use of facilities. The Town and District should continue to identify needed school sites as part of subdivision approval. Where appropriate, site-specific issues such as parking and circulation should be discussed. The Town will assist the District in its imposition of equitable development fees to pay for facility improvements.

The Town should also offer to coordinate with the School District in its Facility Needs Study.

Cooperation with the San Ramon Valley Fire Protection District should continue to include cooperative review of proposed development projects to assure fire-safe design and adequate access, and a provision for financing needed fire facilities or equipment through development fees, when appropriate. Cooperation with EBMUD should include ongoing discussions regarding appropriate locations for water storage facilities and improvement of the Castaneda pumping station.

Government Code Section 65401 authorizes the Town Council to obtain lists of all capital projects planned by public agencies within the Town. Proposed capital improvements must be found consistent with the General Plan. As part of its annual review of the Capital Improvement Program, the Town should identify all capital projects affecting Danville proposed by other jurisdictions during the following year, and make a finding relative to the consistency of each project with the General Plan.

As a part of the effort to maintain high quality services and implement the General Plan, the Town should continue to maintain an effective relationship and improve cooperation with all districts and agencies, including, but not limited to, the following:

- East Bay Municipal Utilities District (EBMUD)
- Central Contra Costa Sanitary District (Central San)
- Central Contra Costa Solid Waste Authority
- Central Contra Costa Transit Authority (CCCTA)
- Contra Costa County
- Contra Costa County Flood Control and Water Conservation District (CCFCWCD)
- CALTRANS
- Pacific Gas and Electric (PG&E)
- Telecommunication and cable providers
- Other cities
- California Department of Fish and Game (CDFG)

- Regional Water Quality Control Board (RWQCB)
- Army Corps of Engineers

The Town of Danville should continue to co-operate with the EBRPD regarding access to regional parks. As noted in Policy 13.06, the Town should also work with other jurisdictions to explore ways to reinstate school bus service.

ZONING ORDINANCE

The Zoning Ordinance divides the Town into districts and establishes land use and development regulations for each district. It also contains regulations and procedures that apply in multiple or all districts in the Town, such as those for child care and pre-school facilities.

Proposed Revisions or Actions:

The Zoning Ordinance should be reviewed periodically to ensure that it continues to implement the policies of the General Plan. Criteria for approving land use permits should continue to include mitigation of traffic impacts and buffering from nearby residences, except where such controls are preempted by applicable state laws.

B. PARKS, RECREATION, AND OPEN SPACE

The key implementation measures for the Parks, Recreation and Open Space policies are listed below.

ARTS COMMISSION

A description of the Arts Commission is provided on Page 140. One of the Commission's responsibilities is working with the Town Council and Parks and Leisure Services Commission to pursue cultural arts facility improvements.

PARK AND LEISURE SERVICES COMMISSION

The Town Council created the Parks and Leisure Services Commission in 1986 to be their primary advisory body on acquiring, developing, and

maintaining park and recreation facilities and providing leisure and human service programs for Town residents. The Town Council appoints the Commission's seven members. The Commission holds at least one public meeting per month and invites public participation at all hearings.

PARKLAND DEDICATION ORDINANCE AND FEE

State law allows cities with adopted recreation elements to require, as a condition of subdivision map approval, the dedication and development of land, or the payment of an in-lieu fee for the acquisition of parkland. In 1985, the Town adopted a Parkland Dedication Ordinance requiring parkland dedication or payment of in lieu fees. The dedication standard established by the Ordinance is five acres of parkland per 1,000 residents. Based on the 1994 Dougherty Valley Settlement Agreement, new development requiring a General Plan amendment is subject to a standard of 6.5 acres of improved parkland per 1,000 people.

Danville's in lieu fees on new residential development partially cover park acquisition and improvement costs. The Ordinance requires the payment of a one-time fee for each new residential unit. The fee is adjusted over time to reflect current costs, and is on a graduated scale based on the type of residential unit involved.

Proposed Revisions or Actions:

Further updates to the fee should be considered to reflect the rising costs of land and improvements. The parkland performance standard should also be periodically evaluated to ensure that the Town can continue to provide high quality services.

PARKS, RECREATION, AND OPEN SPACE MAP

The Parks, Recreation, and Open Space Map (Figure 13) reflects existing parks, recreation facilities and open space, as well as planned facilities, linkages, and related facilities and features.



PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

Danville adopted a Parks and Recreation Facilities Plan in 1989. This Plan has been effectively implemented in the intervening years, but no longer provides guidance for future actions.

Proposed Revisions and Actions:

The implementation of park, recreation, and open space goals and policies will require the preparation of an updated Master Plan that evaluates the park and recreation facility needs of the community. The Plan should provide an improvement program and financing plan for creating the parklands and facilities that are determined to be necessary. This Plan will be prepared by the Town of Danville's Park and Leisure Services Commission and Arts Commission, and forwarded to the Town Council. The Parks, Recreation, and Open Space Master Plan should specifically address the

coordinated provision of recreation facilities by the Town and the School District.

TRAILS MASTER PLAN

Danville adopted a Townwide Trails Master Plan in 1989 for the purpose of creating a pedestrian, equestrian, and bicycle trail system.

Proposed Revisions and Actions:

The Town should update the Trails Master Plan.

C. CIVIC AND COMMUNITY FACILITIES

Implementation of Civic and Community Facility goals and policies will involve a major effort on the part of the Town to design, finance, and construct needed facilities. The Town has established a Parks and Leisure Services Commission and given it the responsibility, among other functions, of advising the Town Council on acquiring, devel-



oping, and maintaining cultural, arts, and recreation facilities. Its activities are supplemented by the Danville Arts Commission and the Heritage Resource Commission. Key Civic and Community Facility implementation measures are listed below.

ARTS COMMISSION

The Town Council created the Arts Commission in 1989 to be the primary advisory body to the Town Council on matters related to cultural and arts facilities and programs for Town residents. The Town Council appoints the Commission's seven members. The Commission holds at least one public meeting every two months and invites public participation. In addition to its role in implementing policies for Community and Civic Facilities, the Arts Commission also plays a role in implementing several Park and Recreation policies.

PLANNED UNIT DEVELOPMENT (PUD) ZONING

Planned unit development (PUD) zoning allows a modification of development regulations and, usually, a mix of uses on a site in return for more detailed review of development plans. A PUD approach to zoning is incorporated into the Danville Zoning Ordinance's P-1 District. The P-1 District requires a master plan and permits the Town to impose specific conditions, such as the provision of child care facilities, upon new development.

PUBLIC/PRIVATE PARTNERSHIPS

Community organizations should be involved in advising the Town and assisting in implementing General Plan policies. The Town supports the efforts of nonprofit organizations and community groups in providing services to special needs groups and the community at large.

Proposed Revisions or Actions:

Community organizations, including those providing services to youth and the elderly, should continue to be consulted when the Town plans and designs civic facilities and community buildings.

D. CIRCULATION

The key implementation measures for the Circulation policies are listed below.

BIKEWAYS PLAN

The Bikeways Plan is included as part of the Townwide Trails Master Plan. It contains a general description of the importance of bicycle travel for recreational and transportation purposes. The Plan also shows existing and proposed routes. The routes in the Plan are consistent with the Contra Costa County Bicycle Plan, a second document that influences bikeway systems planning within the Town.

Proposed Revisions or Actions:

The Town should update the Bicycle Plan as part of the update of the Townwide Trails Master Plan. Through the update process, the Plan should be modified to comply with state statutes so that the bicycle system is eligible for state funding.

CIRCULATION SYSTEM MAP

The Circulation System Map (Figure 18) shows the location of existing major streets and highways, future streets, major planned improvements, and the location/alignment of transportation systems management (TSM) facilities such as bikeways, pedestrian ways, and park and ride lots.

DOUGHERTY VALLEY SETTLEMENT AGREEMENT

The Dougherty Valley Settlement Agreement was approved by Danville, Contra Costa County, San Ramon, and the developer parties in interest on May 11, 1994. The Agreement was constructed on principles contained in state planning law, CEQA, and Measure C-1988. It contains a number of spe-

cific transportation measures, including required compliance with specified levels of service; requirements for developers to construct or fund certain traffic improvements; compliance with a list of transportation-related efforts (Exhibit D to the Agreement); preparation and adoption of remediation plans; and dispute resolution measures.

DOWNTOWN MASTER PLAN AND ORDINANCE

The Downtown Redevelopment Plan and Downtown Master Plan identified approximately \$11 million in parking and circulation-related improvements to occur within Downtown Danville. These improvements have essentially been completed. The Downtown Business District Development Ordinance provides additional guidance in the provision of parking, street landscaping, and pedestrian amenities.

Proposed Revisions or Actions:

The General Plan encourages the expansion of Old Town Danville along North Hartz Avenue, creating the potential for greater parking demand in the future. A Downtown Parking Management Task Force has been authorized to address the way in which this demand will be met. The Task Force should identify appropriate measures to ensure that adequate provisions for parking and circulation are made for all transportation modes in the Downtown area.

LOCAL TRANSIT PLAN

(proposed action)

The Town should work with the CCTA to identify and develop appropriate policies and programs to address the needs of Danville residents with regard to local mass transit service. Two separate functions should be addressed:

- Local service area access to schools, shopping/commercial areas, and institutional/public buildings.
- Out-of-area commute service and regional connections.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Town adopted the Neighborhood Traffic Management Program (NTMP) in 1996. This Program represents the Town's commitment to the safety and livability of its neighborhoods. The NTMP is a community-based approach to traffic calming, designed to educate and empower neighborhoods with tools to evaluate, develop, and implement traffic management solutions.

Proposed Revisions or Actions:

The Town should continue to implement its Neighborhood Traffic Management Program. New techniques of traffic calming should be identified and used as appropriate.

PAVEMENT MANAGEMENT PROGRAM

The Town has developed a long-term program for maintaining its streets. The Pavement Management Program has instituted a schedule of maintenance for all streets in Danville and is used to prioritize funding in the annual Capital Improvement Program.

Proposed Revisions or Actions:

All cities in Contra Costa County are participating in developing a model ordinance regulating street cuts by utility companies. Each city or town will have the option of adopting the model ordinance. Danville should participate in this process and take the actions it deems appropriate to address this issue.

PRIVATE STREET POLICY

A draft Private Street Policy was prepared in 1984 but was never finalized or adopted. The Town generally discourages the use of private streets except as found to be appropriate through the Development Review process.

Proposed Revisions or Actions:

The draft Private Street Policy should be reviewed to determine if any or all of its provisions should be adopted.

STREET BEAUTIFICATION GUIDELINES

Street Beautification Guidelines have been prepared by the Town to provide guidelines for landscaping and beautification of local streets. Implementation of the Guidelines occurs through the CIP process, where specific projects receive priority for funding, and in the Development Review process, where the Guidelines may be imposed upon a proposed development.

Proposed Revisions or Actions:

The Street Beautification Guidelines should be updated and made more useful to decision makers.

TRAFFIC MONITORING PROGRAM

A Traffic Monitoring Program has been implemented on key streets in the Town to comply with the requirements of CCTA and the level of service standards in the Growth Management Element. This Monitoring Program requires that new development projects identify road segments and intersections that may be significantly affected by such development. If these road segments or intersections are operating at worse than mid-range of level of service "D" (a volume capacity ratio of .83 to .87), or would be following buildout of such development, then the developer must undertake or finance needed improvements to mitigate the impacts on the affected road segments or intersections. If such mitigation is infeasible, the scale of the development must be reduced accordingly.

TRAFFIC SAFETY PROGRAM

The Town monitors traffic data and indicators of hazardous conditions such as accidents to determine safety conditions on the Town's streets. This information provides the basis for weight and speed

limits, enforcement, and traffic control devices to improve traffic safety.

TRANSPORTATION IMPROVEMENT FEES

In 1984, the Town adopted the Commercial Transportation Improvement Program (CTIP) requiring new commercial and office development to pay a fee to offset impacts upon local transportation improvements. The fee helps the financing of needed improvements to Downtown Danville's road network. In 1986, the Town adopted the Residential Transportation Improvement Program (RTIP) requiring the payment of a fee for each new residential unit for the financing of Townwide transportation improvements. Both fees are adjusted periodically.

In addition, several other fees are in place. The 1994 Dougherty Valley Settlement Agreement establishes a two-tier fee for transportation improvements. Secondly, in 1996, the Town adopted a resolution to execute a joint exercise of powers agreement with Contra Costa County and the City of San Ramon establishing the Southern Contra Costa (scc) Fee Areas and adopting scc regional and scc sub-regional fees for road improvements. Thirdly, the Tri-Valley Transportation Council oversees the collection and disbursement of a regional transportation development fee for traffic mitigation.

Proposed Revisions or Actions:

Periodic adjustment of the fees will continue to be required to reflect the rising costs and levels of improvements needed.

TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM

The Town has an adopted Transportation Systems Management Program, pursuant to the requirements of Contra Costa County Measure C (1988). The Program was amended in 1995 to comply with state law by eliminating requirements for mandatory employer-based trip reduction. The

current Program encourages alternatives to single-occupancy driving. The Town promotes public transit use, bicycling, ridesharing, vanpooling, carpooling, and alternative-fuel vehicles. Its activities are directed at employees of both private businesses and the Town government itself.

The Town also participates in the Southwest Area Transportation Committee of the CCTA and the Tri-Valley Transportation Council, both of which deal with transportation demand management on a subregional basis.

E. INFRASTRUCTURE

Infrastructure goals and policies will be implemented primarily through intergovernmental coordination between special districts, the Town's Capital Improvement Program, functional plans (e.g., Master Storm Drainage Plan), and Town ordinances. The key implementation measures are described below.

ASSESSMENT DISTRICT FINANCING

Benefit assessment district financing has been successfully used to finance a number of improvements in the Town and can be used as needed in the future.

MASTER STORM DRAINAGE PLAN

The Master Storm Drainage Plan, a component of the Facilities Maintenance Plan, contains schedules for the overall maintenance and protection of all drainage facilities, both natural creeks and constructed channels and culverts. The Plan includes:

- Provisions for upgrading the drainage system as well as providing routine maintenance.
- Coordination of facilities and maintenance efforts with the Contra Costa County Flood Control and Water Conservation District.
- An inventory and classification of all natural and constructed drainage facilities. Natural streams are evaluated for their wildlife habitat values and recreation potential.

Proposed Revisions or Actions:

The Master Storm Drainage Plan should be updated.

STORMWATER POLLUTION CONTROL PROGRAM

In accordance with the Federal Stormwater Pollution Control Program and in compliance with the state and federal Clean Water Acts, the Town

is implementing a number of water pollution control measures. Foremost among these is a nonpoint source program which requires “best management practices” to control the discharge of pollutants to storm drains and creeks. Stormwater pollution control prevention measures are incorporated in the planning, design, construction, and operation of all projects with the potential to create water quality impacts.

CHAPTER

5

RESOURCES AND HAZARDS



RESOURCES AND HAZARDS

NATURAL RESOURCES HAZARDS

This chapter is divided into two parts. The first part, Natural Resources, addresses the subjects typically included in a general plan conservation element. The second part, Hazards, addresses the subjects typically included in general plan safety and noise elements.

Natural Resources

A. SETTING

Natural resources refer to the broad range of naturally occurring features in an area, such as minerals, timber, arable soils, and water. Natural resources also include features that are not directly consumable, but serve other human needs, such as open space and aesthetically pleasing surroundings. Natural resources may also include features useful to other species, such as riparian habitats which provide food and cover for birds and numerous other animals. Key natural resources in Danville include plant communities, the wildlife they support, and agricultural land.

PLANT COMMUNITIES

The following paragraphs describe each of the major plant communities in Danville.

Urban/Cultivated

The principal residential areas of Danville, once mostly grassland or open savanna, have been converted to an irrigated "urban forest." Over the past 40 years, most of the agricultural land has been converted to residential use. A large number of shade trees, which depend on imported water for survival, have been planted. With irrigation, the mild climate and fertile soils permit a suitable environment for a diverse array of trees and shrubs. The wooded, landscaped setting has become an important component of Danville's character.

Grasslands

Extensive grasslands are located in the Sycamore Valley Area and surrounding hillsides. Flowering annual herbs abound in the grasslands, including the California poppy, lupine, and yarrow. The grasslands are green during the rainy season and spring, but with the advent of summer dry into

a golden mantle. The grasslands must be managed to prevent fire hazards and the intrusion of weed species, chaparral, and invasive plants such as star thistle. Grasslands provide forage for cattle and other grazing animals, and habitat for small reptiles, rodents, deer, coyote, songbirds, and birds of prey.

Chaparral

Chaparral is a plant community of small trees and shrubs well adapted to the dry, rocky slopes of the San Ramon Valley, including portions of Las Trampas Ridge in Danville. Plant species in the chaparral community include manzanita, chamise, ceanothus, toyon, scrub oak, and poison oak. The chaparral community is ecologically fitted to a cycle of fire destruction. Periodic fires help preserve the mix of plant species and reduce the danger of a more catastrophic fire. Chaparral provides food and cover for reptiles, birds, rodents, coyote, and deer.

Savanna

Savanna is a plant community that includes grasslands punctuated by large native oak trees, either as individual trees or in small stands. Savanna, once a dominant plant community throughout California, has been greatly reduced by agriculture and urbanization. Plant species in the savanna community, in addition to the grasses, include valley oaks and coast live oaks.

Large valley oaks (*Quercus lobata*) remain in the urbanized and rural portions of Danville, and are very important to the community's visual character. Preserving these large oak trees is a major concern, since grading, paving, and excessive irrigation damage the roots of the trees, leading to disease and/or untimely death.

Woodland

Woodland is a plant community with a diverse mix of tree species forming a dense overstory of vegetation. Woodlands in Danville are primarily located on the north and east facing slopes and canyons of Las Trampas Ridge. Common trees in

the woodland community include coastal and interior live oaks, black oak, valley oak, California bay laurel, buckeye, and madrone.

Riparian

The Riparian community is a combination of plant species that thrive along intermittent and perennial waterways. Creeks and streams and the associated riparian vegetation are important features in Danville, providing wildlife habitat, stormwater drainage, visual backdrops, and recreation corridors.

AGRICULTURE

Historically, a significant natural resource of the San Ramon Valley was its rich soil, valuable for its ability to produce food. Cultivation of crops, including fruit and nut orchards on the bottomlands and lower slopes and cattle grazing on the hillside areas, continued from the time of first settlement until the recent past. Urbanization over the past 40 years has displaced most cultivated agriculture. Grazing operations and some dry farming continue in the Sycamore Valley Area and surrounding hills, and further east in the Tassajara Valley. High land values and encroachment by urban uses threaten the long-term existence of cultivated agriculture in Danville and the surrounding area.

CREEKS

Creeks are one of the defining elements of Danville's landscape and are an important aesthetic and ecological asset within the community. Major creeks in the Town include San Ramon Creek, Sycamore Creek, Green Valley Creek, and the East and West Branches of Alamo Creek. Physical conditions and ownership patterns along Danville's creeks vary. Some sections are natural in appearance and provide abundant habitat for plants and animals. Some sections have been channelized for flood control purposes, while other sections have been incorporated as recreational amenities or trail corridors within Town parks. Many sections are



privately owned, traversing private backyards or agricultural land. The Contra Costa County Flood Control and Water Conservation District manages other sections. Flood control projects have changed the character of some of the creeks, particularly within developed areas.

WATER QUALITY

The primary source of water pollution in Danville is stormwater runoff from urban land uses, such as parking lots and residential lawns. In accordance with the state and federal Clean Water Acts, the Town has a Stormwater Pollution Control Program to reduce the adverse effects of urban runoff and to address other sources of water pollution in the Town. The Program includes both capital expenditures and best management practices for new and existing development. Public information and education are also important components of the Program.

OTHER NATURAL RESOURCES

There are no significant mineral deposits, fisheries, forests, rivers, harbors, or surface mining operations in Danville. The Town promotes protection of its soil resources by enforcing its Grading Ordinance, discouraging construction on steep slopes, and requiring erosion control measures during construction. The Town promotes protection of its water resources by maintaining a stormwater pollution control program and requiring compliance with appropriate state and federal clean water laws.

B. FORECAST

Preservation of natural resources is a basic goal of the Danville General Plan. Current levels of development and development planned through the Horizon Year can be accommodated while preserving existing natural resources.

Land in agricultural production will be further

reduced as development occurs. However, the planned unit development approach is strongly supported as a means to permanently preserve hillside grassland areas. The Town will also continue to promote the use of the Williamson Act and other measures which help keep agriculture viable in the Tassajara Valley and nearby areas. The Town will also support continued dedication of open space within development and acquisition of land by the East Bay Regional Park District. Although these lands will continue to be available for grazing pur-

poses, they will be managed to reduce overgrazing and subsequent erosion problems.

Continued implementation of the Hillside Development Guidelines and the proposed Parks, Recreation, and Open Space Master Plan will help preserve remaining natural habitat areas, including riparian communities. Specific programs are proposed to enhance conditions along Danville's creeks and ensure that they remain viable for wildlife and recreation, as well as stormwater management.



C. GOALS AND POLICIES

GOALS: ENVIRONMENTAL QUALITY

Goal 18 Provide for the highest standards of environmental protection while planning for orderly community development.

Goal 19 Promote intergovernmental coordination and cooperation to protect environmental quality.

POLICIES: ENVIRONMENTAL QUALITY

Implementation Measures

18.01	The Town shall seek to preserve and enhance natural habitat areas that support wildlife, including large continuous areas of open space and wetland and riparian habitat.	<ul style="list-style-type: none"> • CEQA • Zoning Ordinance • Park and Open Space Dedication/Acquisition • Hillside/Ridgeline Ordinance
18.02	Maintain open space in appropriate areas, including areas of scenic beauty, areas of economically viable agriculture, and areas where natural hazards such as flooding and land stability preclude safe development.	<ul style="list-style-type: none"> • Zoning Ordinance • Park and Open Space Dedication/Acquisition • Hillside/Ridgeline Ordinance • PUD Zoning
18.03	Utilize the Development Review process to preserve adequate open space for scenic, active, and passive purposes. Require private open space areas where appropriate.	<ul style="list-style-type: none"> • Development Review • Zoning Ordinance • Park and Open Space Dedication/Acquisition
18.04	Require adequate buffering and effective fencing between agricultural and urban land uses. The urban land use shall be responsible for the creation and maintenance of such buffers and the urban property owners shall assume the responsibility for potential impacts upon adjacent uses. Where appropriate, disclosure notices shall be used to advise homebuyers of nearby agricultural activities as a means of ensuring that such activities may continue when they are properly conducted.	<ul style="list-style-type: none"> • Development Review

POLICIES:	ENVIRONMENTAL QUALITY (<i>continued</i>)	Implementation Measures
18.05	Maintain development standards and regulations for hillside grading which protect public safety, discourage major changes to natural landforms, ensure that adverse visual and aesthetic impacts are minimized, and require that erosion, sedimentation, and other potentially harmful effects of grading are adequately mitigated.	<ul style="list-style-type: none"> • Grading Ordinance
18.06	Discourage activities that would harm the health of existing trees. Prevent the unnecessary removal and alteration of trees, including protected trees as defined by the Town's Tree Preservation Ordinance and other trees that contribute to the scenic beauty of the Town. Public and private improvements should be designed to avoid removal of trees of any type. If removal is necessary, trees should be replaced with an appropriate number and species.	<ul style="list-style-type: none"> • Tree Preservation Ordinance
18.07	Protect rare and endangered plant and animal species and encourage the retention and reestablishment of native vegetation in development projects and public facility construction where appropriate.	<ul style="list-style-type: none"> • CEQA • Development Review
18.08	Require the planting and maintenance of trees along Danville streets.	<ul style="list-style-type: none"> • Development Review • Street Tree Program
18.09	Encourage recycling, composting, and other programs that reduce the amount of waste disposed in landfills.	<ul style="list-style-type: none"> • Solid Waste Management Program
18.10	Promote the efficient use of existing water supplies, including conservation and the use of reclaimed water.	<ul style="list-style-type: none"> • Water Conserving Landscape Ordinance
19.01	Share information about important local biological, productive, and historic resources with other communities and agencies in the region and work with these communities and agencies to protect such resources.	<ul style="list-style-type: none"> • Intergovernmental Coordination
19.02	Work with other communities and agencies to protect and enhance the significant ecological communities of the Tri-Valley area, including wetlands, riparian areas, and oak woodlands.	<ul style="list-style-type: none"> • Intergovernmental Coordination • Park and Open Space Dedication/Acquisition
19.03	Promote a subregional approach to protecting sustainable habitat areas, through mitigation banking and other means.	<ul style="list-style-type: none"> • Intergovernmental Coordination • CEQA

POLICIES:	ENVIRONMENTAL QUALITY (<i>continued</i>)	Implementation Measures
19.04	Incorporate Danville's scenic ridgelines into a larger, regional open space framework that connects parts of the Tri-Valley area.	<ul style="list-style-type: none">• Intergovernmental Coordination• Park and Open Space Dedication/Acquisition
19.05	Coordinate responses to federal, state, and regional water quality requirements, including "best management practice" standards for controlling stormwater runoff, with surrounding jurisdictions and agencies.	<ul style="list-style-type: none">• Intergovernmental Coordination• Stormwater Pollution Control Program
19.06	Work with other jurisdictions and water providers to ensure a sufficient and sustainable long-term supply of potable water for existing Danville customers and for future development that is consistent with the goals of this General Plan.	<ul style="list-style-type: none">• Intergovernmental Coordination

Hazards

A. SETTING

Hazards are natural conditions and human activities that threaten public health and safety. Natural hazards in Danville include geologic hazards, fire hazards, and flood hazards. Man-made hazards include noise, air and water pollution, and toxic chemicals. Existing conditions in Danville in relation to these potential hazards are described below.

Figure 21 presents a Map of Environmental Hazard features in Danville.

GEOLOGIC HAZARDS

Geologic hazards in Danville are associated with the complex topographic and geologic features of the San Ramon Valley. These hazards include:

- Seismically induced hazards, that is, those hazards related to earthquakes, including groundshaking, surface rupture, ground failure and seismically induced landslides.
- Hazards associated with certain soils, bedrock, steep slopes, and land subdivision that occur naturally or that are induced, including slope instability, landslides caused by construction activity, land subsidence, and the shrink swell characteristics of soils.

Seismic Hazards

Like the rest of the Bay Area, the San Ramon Valley is subject to a dynamic process of geologic change. The major tectonic forces that have created and shaped the region continue to this day. The most evident examples of this continuing geologic change are fractures in the earth's surface known as faults, and the sudden movements along these faults that cause earthquakes. The major fault traces in the Bay Area, the Hayward and San Andreas Faults, lie 12 and 24 miles to the west of the San Ramon Valley, respectively.

A number of active faults paralleling and associated with the San Andreas Fault are found in and

near the Valley, including the Calaveras Fault, the Pleasanton Fault, the Bollinger Fault, and the Mt. Diablo Fault.

The Calaveras Fault is the major recognized fault system in the San Ramon Valley and is the dominant geologic feature of central Contra Costa County. Massive earth movement along this fault is largely responsible for the existence of the San Ramon Valley. The Calaveras Fault, as currently mapped, is over 80 miles long, extending from Hollister in San Benito County to Danville. The Calaveras Fault has produced at least one major earthquake in historical times, and is capable of producing earthquakes in the range of 7.0 on the Richter Scale. Figure 21 indicates the location of the Calaveras Fault and the Alquist-Priolo Special Study Zone in Danville. Although not depicted on the map, both the Hayward and San Andreas Faults are also capable of producing significant groundshaking in Danville.

The Calaveras Fault Zone has been designated as a Special Study Zone by the State Division of Mines and Geology pursuant to the Alquist-Priolo Special Study Zones Act. Within the Special Study Zone, geologic investigations are required by the Act to determine the precise location of active fault traces prior to project approval by the Town. Structures built near a fault trace must be set back 50 feet, and engineered to reduce potential earthquake damage.

Although damage from ground rupture associated with faults is of concern, damage from groundshaking is a more widespread and potentially damaging phenomenon. Potential damage from groundshaking is related to the location of a building and its construction. In hillside areas, earthquakes may trigger landslides. In flat, valley areas, the deep, alluvial soils may increase the amplitude and duration of earthquakes.

Landslides And Soil Erosion

Steep topography, fractured and unconsolidated bedrock conditions, expansive soils, and high ero-

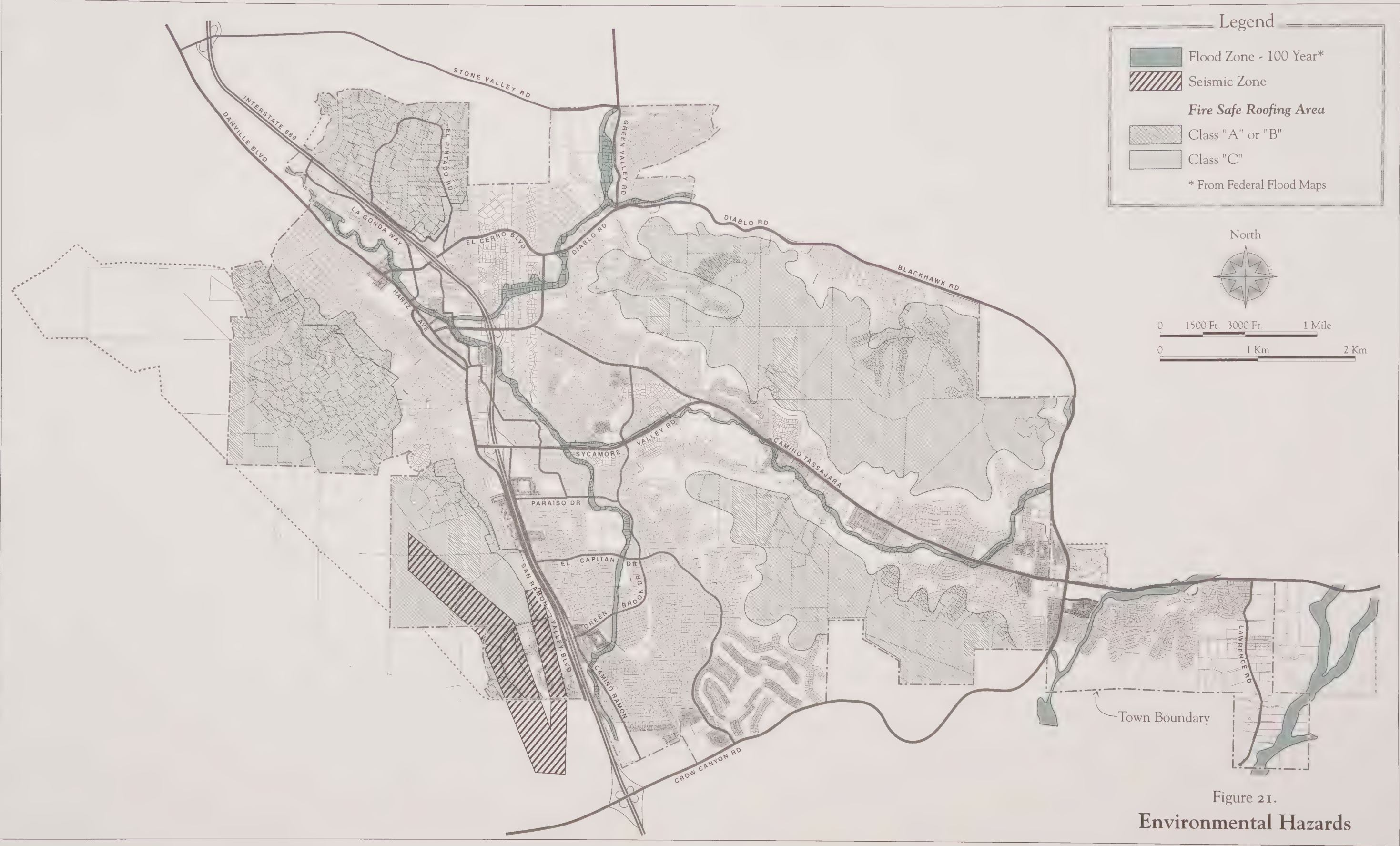


Figure 21.
Environmental Hazards



sion potential combine to make some of the hillside areas in the San Ramon Valley highly unstable. Landslides resulting from natural conditions or caused by construction activity are common occurrences in the hillsides. Nearly 50 percent of Danville is located on hillside areas, including the Las Trampas Ridge area and the hills paralleling the Sycamore Valley. There are numerous traces of landslide activity in these areas and the potential for future landslides is high. While landslides may occur on slopes of 15 percent or less in unstable areas, the risks are usually proportional with steepness of slopes. Areas where old slide deposits are evident are the most subject to failure.

Hillside areas are also subject to soil erosion, which can contribute to instability of slopes, loss of vegetation, downstream flooding, sedimentation, and stream bank failure. Soil erosion potential is generally proportional to slope and occurs mainly during peak rainfall, when runoff volumes are high.

FIRE HAZARDS

The woodlands, grasslands, and chaparral areas, while providing important open space, natural resources, and scenic qualities, also create a fire hazard, especially when development is located in or adjacent to these areas. Wildfires in these areas are a hazard to life and property during the summer and fall dry seasons, especially during periods of low humidity and high winds. Since virtually all urban wildfires are caused by people, increased access to high fire hazard areas will increase the risk of fires.

Existing developed areas located on Las Trampas Ridge and in the hillside areas of the Sycamore Valley are particularly subject to wildfire risks. Figure 21 presents the geographic distribution of areas in Danville subject to high wildfire risk.

FLOODING

Flooding in Danville does not pose a signifi-

cant hazard to life and property, but some areas along major creeks and near the confluence of creeks are subject to periodic inundation by floods. Flooding that does occur is caused by winter rains. Portions of San Ramon Creek and one of its major tributary streams, Green Valley Creek, are subject to flooding. These areas are identified on Figure 21.

The Contra Costa County Flood Control and Water Conservation District, with assistance from the Soil Conservation Service, has reshaped and

widened segments of San Ramon, Sycamore, and Green Valley Creeks and constructed various flood protection structures. These efforts, along with Danville's drainage maintenance efforts, have reduced the potential for serious floods in Danville.

The Federal Emergency Management Agency (FEMA) maintains maps indicating flood hazard levels (e.g., the "100-year flood plain") along Danville's creeks. These maps may be updated comprehensively by FEMA, or incrementally through



"Letters of Map Revision" submitted to FEMA as local flood control projects are completed. Such revisions were made along Sycamore Creek following construction of an earthen berm when adjacent land was developed. Some of the areas identified on the FEMA maps continue to have the potential for infrequent flooding, including the Willow Glen area along Green Valley Creek and areas along Laurel Drive and Greenbrook Drive along San Ramon Creek. Flood control improvements have not been undertaken in these areas due to the high cost and potential adverse aesthetic and ecological effects of such improvements. The Town supports flood control improvements that strive to retain the natural creek environment rather than those that simply widen and deepen stream channels.

In developing areas, hydraulic studies are typically prepared to determine the extent of drainage improvements required to avoid future flood hazards. Such studies were used to identify flood control improvements in the Sycamore Valley and are being used to identify developer contributions for drainage improvements in the Alamo Creek watershed on Danville's east side. On most large sites, stormwater retention basins are required, reducing the need for more disruptive improvements to the creek itself.

NOISE

The preservation and enhancement of the acoustical environment of the Town of Danville is an important component to the community's quality of life. In recent years, noise has been identified as a major environmental pollutant with substantial impact upon human health and well-being. In addition to health hazards, noise is a source of annoyance, discomfort, and sleep interference, and disrupts communication and relaxation.

Currently, excessive noise levels in Danville are caused primarily by automobile traffic on the I-680 freeway and major thoroughfares. Construction is also a significant noise source in the community.

Noise is also associated with everyday activities around Danville's neighborhoods, such as leafblowing and lawnmowing. Figure 22 shows noise contours and readings along major thoroughfares in Danville in 1998. Figure 23 shows projected noise contours and readings along major thoroughfares in Danville in 2010. The State of California's guidelines for noise compatibility suggest that 60 dB (L_{dn}) normally be the limit for exterior noise exposure in new residential areas.

Sound walls presently exist along most sections of the I-680 freeway, mitigating the effects of freeway noise for adjacent properties. However, by 2010, increased traffic along the freeway will result in a larger number of properties falling within the 60 dB noise contour. The Town will support additional measures to mitigate future increases in noise levels, such as tree planting and further insulation of residences in noise-prone areas. The Noise Ordinance will be strengthened to address issues such as construction noise and noise from commercial uses near residential areas.

AIR QUALITY

Clean air has historically been an important component of the quality living environment provided in Danville. Local air quality problems are principally caused by automobiles, in combination with local atmospheric conditions that occasionally limit the movement of air. The mountainous terrain on the west side of the San Ramon Valley blocks much of the marine air flow that characterizes the climate of the East Bay Plain. As an inland, protected valley, the area has a higher frequency of calm conditions when compared to the rest of the Bay Area.

During the daytime, there are two predominant air flow patterns: an upvalley, northerly flow and a westerly flow across the lower elevations of the Coast Range. Winds from both of these directions carry pollutants to Danville from upwind urbanized areas. Calm winter evenings can bring surface-based inversions, while summer heat can bring

high levels of ozone and smog.

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established measurable air quality standards for common pollutants. There are specific adverse health effects associated with exceeding the standards for each pollutant. In general, the state standards are more stringent than the federal standards.

Danville is located in the San Francisco Bay Area Air Basin. State and federal air quality management programs in the Bay Area are administered by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD operates a network of air quality monitoring sites in the region, although none are located in Danville. The closest sites are located in Concord and Livermore. While neither of these sites is within the San Ramon Valley, the data should provide a reasonable characterization of Danville's air quality. During the most recent available five years of data (1993-1997), the federal standard for ozone and the state standards for ozone and particulate matter (PM₁₀) were exceeded on multiple occasions. All other state and federal standards were met.

The state and federal Clean Air Acts require that the Air Resources Board designate those air basins that do meet air quality standards as "nonattainment areas." Because of the differences between the state and federal standards, the desig-

nation of nonattainment areas is different under the state and federal legislation. Under California law, Contra Costa County is designated a nonattainment area for ozone and PM₁₀. Under federal law, the Bay Area Air Basin is designated a nonattainment area for ozone. Recent revisions to the national standard may allow this latter designation to be removed.

Air pollution control strategies generally address ozone and carbon monoxide rather than PM₁₀ due to the difficulty of controlling particulate matter (dust and smoke). The common goal of such strategies is to reduce automobile emissions. The BAAQMD has developed a list of Transportation Control Measures (TCMs) aimed at achieving this goal. These are described in the Implementation section of this chapter.

B. FORECAST

There is some possibility that the Town will experience deteriorating environmental conditions or catastrophic natural events during the time frame of the General Plan. The important fact about the risks to public health, safety, and property caused by hazards is that they can be significantly reduced by careful planning and emergency preparedness activities. The implementation measures and strategies included below address methods for reducing these risks.





C. GOALS AND POLICIES

Goals and Policies addressing Hazards are assembled into the five Hazard categories and an additional set addressing Public Safety and Emergency Preparedness:

- Geologic Hazards
- Fire Hazards
- Flooding
- Noise
- Air Quality
- Public Safety and Emergency Preparedness

GOAL: GEOLOGIC HAZARDS

Goal 20 Minimize the risks to lives and property due to earthquakes, landslides, and associated geologic activity.

POLICIES: GEOLOGIC HAZARDS

Implementation Measures

20.01	Recognize local seismic risks and incorporate earthquake protection measures in the Development Review process.	• Development Review
20.02	Prohibit construction of any facilities serving public safety such as fire stations and hospitals in the Alquist-Priolo Special Studies Zones.	• Development Review • CEQA
20.03	Require soils and geologic reports for all projects proposed in scenic hillside development areas, as defined by the Town's Scenic Hillside and Major Ridgeline Development Ordinance, and in other areas where the potential for landslides, liquefaction, subsidence, or severe groundshaking exists. Assure that development in these areas mitigates potential landslide hazards and other geologic hazards.	• Hillside/Ridgeline Ordinance • Development Review • Geologic Hazards Abatement Districts
20.04	For major subdivisions, development on slopes of 30 percent or greater shall be prohibited. For individual single family residences, development on areas greater than 30 percent slope may be permitted only with minimal grading and excellent hillside design. On all hillside sites, development shall be designed and constructed to minimize cutting and filling of slopes, avoid high risk landslide areas, and fully address environmental and aesthetic concerns.	• Hillside/Ridgeline Ordinance • Grading Ordinance • Development Review • Hillside Development Guidelines

POLICIES: GEOLOGIC HAZARDS (*continued*)

Implementation Measures

20.05	Require that roads and drainage systems constructed in hillside areas are engineered to standards that prevent excessive maintenance and repair costs.	<ul style="list-style-type: none">• Public Works Standards• Development Review• Hillside Development Guidelines
20.06	Maintain structural design and engineering standards which ensure that buildings and infrastructure are constructed to minimize damage resulting from expansive soils, erosion, subsidence, and other local geologic conditions.	<ul style="list-style-type: none">• Public Works Standards• Development Review

GOAL: WILDFIRE HAZARDS

Goal 21 Prevent catastrophic fires and minimize the loss of property and life due to fire hazards in Danville.

POLICIES: WILDFIRE HAZARDS**Implementation Measures**

- | | | |
|-------|---|--|
| 21.01 | Require safe roofing and other fire prevention standards for development in high fire hazard areas by maintaining a Fire Safe Roofing Ordinance, in coordination with the San Ramon Valley Fire Protection District. | <ul style="list-style-type: none"> • Fire-Safe Roofing Ordinance |
| 21.02 | Cooperate with the San Ramon Valley Fire Protection District in efforts to reduce fire risks through controlled burning and fuel removal. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 21.03 | Assure provision of adequate fire equipment access to all developed and open space areas. | <ul style="list-style-type: none"> • Development Review • Public Works Standards |
| 21.04 | Maintain a response time of less than five minutes for emergency fire calls to be met a minimum of 90 percent of the time calls and/or a fire station within 1.5 miles of all residential and nonresidential development. Where this standard cannot be met, and/or where severe wildland fire hazards exist, require special mitigation measures for fire prevention as necessary. | <ul style="list-style-type: none"> • CEQA • Development Review |
| 21.05 | Prior to project approval, require written verification from the San Ramon Valley Fire Protection District on the anticipated response time to the project and the distance from existing stations. | <ul style="list-style-type: none"> • Development Review • Intergovernmental Coordination |

GOAL: FLOOD HAZARDS

Goal 22 Reduce the potential for flooding and minimize the risks to life and property resulting from flooding that does occur in Danville.

POLICIES: FLOOD HAZARDS**Implementation Measures**

22.01	Take all appropriate steps in the Development Review process to protect life and property from flooding and erosion along local creeks.	<ul style="list-style-type: none"> • Development Review
22.02	Restrict new development in floodways and flood plains in accordance with FEMA requirements.	<ul style="list-style-type: none"> • Development Review • Zoning Ordinance
22.03	New development shall not exceed the Town's primary flood control channel's ability to carry 100-year flood flows.	<ul style="list-style-type: none"> • Development Review
22.04	Cooperate with the Contra Costa County Flood Control and Water Conservation District (CCFCWCD) in watershed evaluations and projects intended to reduce flood hazards.	<ul style="list-style-type: none"> • Flood Plain Management Program • Intergovernmental Coordination
22.05	Work in conjunction with the CCFCWCD to maintain natural creek settings to the extent possible while providing for adequate drainage capacity. Creeks should be retained in their natural state whenever possible to maintain water quality, wildlife diversity, aesthetic values, and recreational opportunities.	<ul style="list-style-type: none"> • Flood Plain Management Program • Intergovernmental Coordination
22.06	Encourage the use of detention basins by developers to reduce peak stormwater runoff during significant rainfall events; no net increase in peak flow runoff should be allowed unless adequate drainage capacity exists or other mitigation measures are provided. Where feasible, support the use of common detention facilities serving more than one development.	<ul style="list-style-type: none"> • Development Review • Public Works Standards

GOAL: NOISE

Goal 23 Protect existing and future residents of Danville from hazards and nuisance associated with excessive levels of noise by maintaining or reducing noise intrusion levels in all areas of the Town to acceptable levels.

POLICIES: NOISE**Implementation Measures**

- | | | |
|-------|--|--------------------------------------|
| 23.01 | New residential development projects should meet acceptable noise level guidelines, as shown in Figure 24. | • Noise Ordinance |
| 23.02 | Require acoustical studies for major residential and other development projects, as appropriate, and impose noise mitigation measures accordingly. | • Development Review
• CEQA |
| 23.03 | The noise environment in existing residential areas shall be protected. Where acceptable noise levels in residential areas (as shown on Figure 5) would be exceeded or further impacted as a result of new development or transportation improvements, require the use of noise mitigating measures, such as wall barriers, berms, mufflers, sound traps, and baffles to reduce noise intrusion. | • CEQA
• Noise Ordinance |
| 23.04 | Encourage the location of noise sensitive land uses away from noise sources or require appropriate noise screening. | • Land Use Map
• Zoning Ordinance |
| 23.05 | Open space should be used, wherever practical, to provide an adequate spatial separator between noise sources and sensitive land uses. | • Land Use Map
• Zoning Ordinance |
| 23.06 | Adopt an updated Noise Ordinance specifying acceptable noise levels for various equipment, activities, and land uses. The Ordinance should identify maximum allowable noise exposure levels from stationary noise sources and criteria for determining when noise evaluation and mitigation is required for new development. | • Noise Ordinance |

Figure 24.
Land Use Compatibility Guidelines for Exterior Noise Levels

LAND USE	EXTERIOR NOISE EXPOSURE (L_{dn} or CNEL, dB)					
	55	60	65	70	75	80
Residential, Schools, Libraries, Museums, Hospitals, Child Care, Churches, Meeting Halls, and similar uses						
Commercial Uses, Hotels and Motels, Office Buildings						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Controlled Manufacturing, Utilities, and Agriculture						



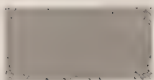
Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of conventional construction, without any special noise insulation requirements.



Conditionally Acceptable

Specified land use may be permitted only after a detailed analysis of the noise reduction requirements are conducted and the necessary noise insulation features are included in the project's design.



Unacceptable

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with General Plan noise policies.

POLICIES:	NOISE (<i>continued</i>)	Implementation Measures
23.07	Cooperate with Contra Costa County, the State of California, federal agencies, and private businesses and individuals in a joint effort to plan, control, and attain an acceptable noise environment in Danville.	<ul style="list-style-type: none"> • Intergovernmental Coordination
23.08	Parks and recreational areas should be protected from excessive noise to permit the enjoyment of sports and other leisure time activities.	<ul style="list-style-type: none"> • Development Review • Noise Ordinance
23.09	Require noise monitoring as needed to determine changes in noise levels over time and to ensure that appropriate mitigation programs are developed.	<ul style="list-style-type: none"> • Development Review • Noise Ordinance
23.10	Noise levels should generally not exceed 60 L_{dn} in areas where outdoor use is a major consideration, such as in residential backyards. Where the Town determines that this level cannot be achieved after reasonable mitigation has been applied, higher standards may be permitted at the discretion of the Town Council. In such cases, indoor noise levels should not exceed an L_{dn} of 45 dB.	<ul style="list-style-type: none"> • Development Review • Noise Ordinance
23.11	If an area currently meets desired noise standards, an increase up to the maximum acceptable noise level should not necessarily be allowed. The potential for a proposed project to have adverse noise impacts should be evaluated based on the potential for adverse community response, regardless of the compatibility guidelines.	<ul style="list-style-type: none"> • Development Review • CEQA
23.12	Allow selected outdoor concerts and other community events that are sponsored or approved by the Town and take place at appropriate locations and at appropriate times, even though such events may exceed the noise compatibility guidelines for brief durations.	<ul style="list-style-type: none"> • Noise Ordinance

GOAL: AIR QUALITY

Goal 24 Reduce local air pollution in an effort to limit health hazards and maintain a quality living environment.

POLICIES: AIR QUALITY		Implementation Measures
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- | | | |
|-------|---|---|
| 24.01 | Support regional, state, and federal efforts to reduce air pollution. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 24.02 | Consider air pollution impacts during the local Development Review process. Development should be located and regulated to minimize the emission of direct and indirect air contaminants. | <ul style="list-style-type: none"> • CEQA • Development Review |
| 24.03 | Encourage transportation alternatives that minimize single passenger motor vehicles such as public transit, ridesharing, bicycles, and walking. | <ul style="list-style-type: none"> • Air Quality Management Measures |
| 24.04 | Continue to participate in regional and subregional transportation forums that promote commute alternatives. | <ul style="list-style-type: none"> • Intergovernmental Coordination |
| 24.05 | Establish development patterns that reduce the need to travel by car, for example, by locating employment, commercial, higher density residential, and service activities close together and by designing development so that it is easily accessible by transit, bicycle, and on foot. | <ul style="list-style-type: none"> • Land Use Map • Zoning Ordinance • Air Quality Management Measures |

GOALS: PUBLIC SAFETY

Goal 25 Maintain a high level of emergency preparedness in Danville to protect public health and safety in the event of a natural or human-caused disaster.

Goal 26 Maintain a high level of community safety and security for Danville residents.

POLICIES: PUBLIC SAFETY
Implementation Measures

- | | | |
|-------|---|----------------------------------|
| 25.01 | Participate in cooperative regional efforts to determine the safest, most adequate, and most efficient evacuation plans and routes for the San Ramon Valley. | • Intergovernmental Coordination |
| 25.02 | Prepare for a major earthquake and other natural disasters through the measures included in the Emergency Preparedness Plan. | • Emergency Preparedness Plan |
| 25.03 | Provide ongoing public education to familiarize residents of Danville with emergency procedures, evacuation routes, and other related information. | • Emergency Preparedness Plan |
| 25.04 | Provide for traffic control and direction during planned or emergency closure of the I-680 freeway or other major circulation routes within the community. | • Emergency Preparedness Plan |
| 25.05 | Support appropriate subregional approaches to reduce damage from natural hazards, such as wildfires, earthquakes, landslides, and floods. | • Intergovernmental Coordination |
| 26.01 | Maintain a police response time of no more than 5 minutes for 90 percent of all emergency (priority one) calls, exclusive of dispatch time and excluding 911 hang-ups. For all other police calls, maintain a maximum 20 minute response time for 90 percent of all such calls, again exclusive of dispatch time. | • CEQA
• Development Review |
| 26.02 | Participate with other police departments to develop effective cooperative response agreements. | • Intergovernmental Coordination |

Implementation Strategy

The goals and policies in the Resources and Hazards Element will be implemented with a variety of techniques. The key implementation measures are listed below. General implementation strategies, applicable both to Resources policies and Hazards policies, are listed first. These are followed by strategies specifically aimed at Resources, and finally, strategies specifically aimed at Hazards. Where appropriate, recommended changes to the strategies are described at the end of each section.

For ease of reference, the measures in each section are listed in alphabetical order.

A. STRATEGIES APPLYING IN BOTH SUB-CHAPTERS

The following implementation strategies apply to the following topics addressed in this chapter:

- Resources
- Hazards

CALIFORNIA ENVIRONMENTAL QUALITY ACT

During the initial study phase of environmental review, significant natural habitat areas, archaeological sites, and/or agricultural areas that may be affected by a proposed project will be identified as potential environmental impacts that must be addressed. Environmental review identifies mitigation measures for significant adverse impacts on these features. Significant hazard conditions must also be documented and specific measures to mitigate the potential adverse impacts resulting from these hazards must be provided. The Town has adopted California Environmental Quality Act (CEQA) guidelines that direct staff and property owners in the evaluation of proposed projects.

Proposed Revisions or Actions:

The Town should review its guidelines to en-

sure that they reflect recent revisions to CEQA. The guidelines should be further evaluated to ensure that they adequately and permanently protect natural resources and avoid exposure to hazards.

DEVELOPMENT REVIEW

The Town's Development Review process includes a number of opportunities to ensure that proposed projects adequately and permanently protect natural resources and address potential hazards. Early in the process it is essential to influence project design in a manner which reflects the presence of resources and hazards on the site. The Development Review process may also include imposition of special conditions that apply to a given project. Proposed revisions to the process are identified in Chapter 4.

GRADING ORDINANCE

The Grading Ordinance, adopted in 1989 and amended in 1990, provides specific criteria and methods for grading and road construction in hillside areas. The Ordinance focuses upon appropriate hillside grading and construction techniques to avoid mass grading and creation of large flat pad building areas in favor of stepped unit foundations and other such measures. The Ordinance also allows the use of flexible street standards in hillside areas to minimize visual and environmental impacts. It implements several General Plan policies, particularly those relating to public safety, erosion, and environmental quality. Proposed revisions to the Ordinance are identified in Chapter 3.

INTERGOVERNMENTAL COORDINATION

Minimizing the potential effects of hazardous conditions can be achieved through coordination with local and regional special districts, and other jurisdictions. The current coordination with the San Ramon Valley Fire Protection District, the Contra Costa County Office of Emergency Services, the Contra Costa County Flood Control and

Water Conservation District, CALTRANS, and other agencies should continue.

Proposed Revisions or Actions:

Ongoing coordination with other jurisdictions in the Tri-Valley area is recommended to preserve and acquire open space, improve the long-term viability of agriculture in the Tassajara Valley, improve air and water quality, and permanently sustain the region's environmental resources.

LAND USE MAP

The Land Use Map (Figure 5) shows about 3,700 acres within Danville, nearly a third of the Town's entire land area, in the General Open Space and Agricultural Preserve land use designations. The designations shown on the Land Use Map were determined, in part, by considering the location of environmentally sensitive areas and the potentially hazardous conditions that affect land use. The County-adopted 1977 San Ramon Valley Area General Plan, the Sycamore Valley Specific Plan, and the Danville 2005 General Plan all took hazard conditions into account. Potentially hazardous areas are designated for open space or very low density residential development.

The Land Use Map will also be used to carry out some of the noise and air quality policies in the Plan. To the extent possible, it separates noise-sensitive uses from major noise sources and encourages a development pattern that reduces auto dependency.

SCENIC HILLSIDE AND MAJOR RIDGELINE DEVELOPMENT ORDINANCE

The Scenic Hillside and Major Ridgeline Development Ordinance, adopted in 1984, implements goals pertaining to both resources and hazards. By placing strict limits on the development of hillsides and ridges, the Ordinance discourages development on steep or unstable slopes, promotes soil conservation, maintains plant and

animal habitat in hillside areas, and preserves Danville's scenic hillsides as permanent open space.

ZONING ORDINANCE

The Zoning Map, part of the Town's Zoning Ordinance, reflects environmental hazards and constraints in the Town, such as steep slopes and flood plains. More hazardous areas are zoned for less intense uses, agriculture, or open space. Recommended changes to the Zoning Ordinance are listed in the "Planning and Development" Chapter.

B. NATURAL RESOURCES

CREEK PROTECTION PROGRAM

(Proposed Action)

Additional measures to conserve the Town's creeks should be pursued. Such measures could include additional coordination with the County regarding the design of flood control projects, requirements for easement dedication or setbacks along creeks, design guidelines for creekfront properties, neighborhood creek clean-ups, development of creek trails where feasible, and applications for creek restoration grants.

HILLSIDE DEVELOPMENT GUIDELINES

As a part of the current Development Review process, proposed hillside development is subject to Hillside Development Guidelines and the Scenic Hillside and Major Ridgeline Development Ordinance. Imposition of the Guidelines serves to protect native vegetation, thereby preserving natural habitats and scenic qualities.

Proposed Revisions or Actions:

As noted in the Planning and Development Chapter, strengthening of the Scenic Hillside and Major Ridgeline Development Ordinance is recommended to further discourage flat pad grading and development of overly massive homes on ridgelines and steep hillsides.

PARK AND OPEN SPACE DEDICATION AND ACQUISITION

The Town requires dedication of open space within new major development sites. In addition, the Town has worked collaboratively with the East Bay Regional Park District to expand Las Trampas Ridge Regional Wilderness Park and establish permanent open space reserves on Short Ridge and in the Sherburne Hills. These efforts should continue in the future.

PLANNED UNIT DEVELOPMENT (PUD) ZONING

The PUD approach permits special analysis of resource areas and preservation through density clustering. The PUD approach reflected in the Town's Planned Unit Development (P-1) zoning district was also used in the Sycamore Valley, where it resulted in the dedication of hillside and ridgeline areas as permanent open space.

SOLID WASTE MANAGEMENT PROGRAM

In compliance with California Assembly Bill 939 (the Integrated Waste Management Act), the Town has taken a number of specific steps to reduce the amount of solid waste requiring landfill disposal. These steps include curbside recycling, support for residential composting, and a priority on the use of recycled materials. Such measures should continue in the future.

STORMWATER POLLUTION CONTROL PROGRAM

This is a multi-faceted Program which implements state and federal clean water requirements. Its focus is on controlling runoff from streets, parking lots, construction sites, and other developed areas. Additional information on the Program may be found in the Public Facilities Chapter.

STREET TREE PLANTING PROGRAM

The Street Tree Planting Program is one of sev-

eral programs aimed at enhancing environmental quality and neighborhood aesthetics in Danville. Additional information on the program is contained in the Planning and Development Chapter.

TREE PRESERVATION ORDINANCE

The intent of the Tree Preservation Ordinance is to promote the preservation of mature native species trees within the Town. Additional information on the Ordinance is contained in the Planning and Development Chapter.

WATER CONSERVING LANDSCAPE ORDINANCE

The Town adopted a Water Conserving Landscape Ordinance in 1991. The Ordinance includes measures which promote the use of drought-tolerant landscaping and require water conservation strategies in new development areas.

Proposed Revisions or Actions:

East Bay Municipal Utility District is currently exploring expanded use of reclaimed water (treated effluent from the wastewater plant) on highway medians, golf courses, and other landscaped areas. The Town supports these efforts in concept and will encourage them in Danville where they are appropriate and economically viable.

C. HAZARDS

AIR QUALITY MANAGEMENT MEASURES

The Town of Danville has taken a number of steps to limit the potential adverse impacts of development on air quality. Most of these steps are transportation control measures (TCMs) and are aimed at motor vehicle emissions. The Town has prepared a Bikeways Plan to promote bicycle use, developed a park and ride lot adjacent to the I-680 freeway to promote carpooling, is undertaking capital improvements in Downtown Danville to support pedestrian travel, and is implementing a

Neighborhood Traffic Management Program to control traffic on residential streets. Use of public transit and improved provision of transit service is also supported. The Town has supported voluntary employer-based ridesharing and trip reduction programs and has encouraged employers and developers to provide amenities that reduce the necessity of single passenger auto travel.

Proposed Revisions or Actions:

State and federal air quality plans for the San Francisco Bay Area identify numerous strategies for reducing motor vehicle emissions. As these plans are updated, Danville will continue to implement those strategies that are most applicable, given local land use and transportation conditions. The Town will continue to improve bicycle access and facilities, promote pedestrian travel and traffic calming, and support employer-based vanpool and carpool programs. The Danville 2010 General Plan encourages mixed use development (including housing) in Old Town Danville as a means of encouraging walking, making public transit more viable, and reducing auto dependency.

EMERGENCY PREPAREDNESS PLAN

The Town has adopted an Emergency Preparedness Plan that specifies roles and responsibilities of Town officials in the event of a disaster. The Plan includes provisions for facilitating traffic control and direction when emergency or planned closure of the I-680 freeway or other major arterials within the community occur. The Emergency Preparedness Plan should be periodically reviewed and updated so that it remains current.

FIRE SAFE ROOFING ORDINANCE

The Fire Safe Roofing Ordinance, adopted in 1986, stipulates under what conditions fire-safe roofing materials must be used on new roofs and re-roofing jobs.

FLOOD PLAIN MANAGEMENT

Flood plain management seeks to reduce the possibility of damage from flooding along Danville's creeks, and to establish regulations for development within flood prone areas which minimize the potential for future damage. The Town coordinates these efforts with the Federal Emergency Management Agency and the Contra Costa County Flood Control and Water Conservation District. Hydraulic studies may be required within new development areas to ensure that downstream flood hazards are mitigated by proposed development.

GEOLOGIC HAZARD ABATEMENT DISTRICTS

In 1980, state planning law was amended to permit creation of Geologic Hazard Abatement Districts (GHAD) to finance construction and maintenance of facilities needed to control landslides and other geologic hazards. As a separate entity under state law, these districts have the ability to assume liability for their own areas, thereby functioning as an insurance policy for public or privately owned lands. The Town has adopted an ordinance enabling the use of these districts. One such district, serving the Magee Ranch development, has been established to date.

NOISE ORDINANCE

The Town adopted a Noise Ordinance in 1987 to discourage excessive levels of noise and associated nuisances.

Proposed Revisions or Actions:

The existing Noise Ordinance should be comprehensively updated and revised. A greater emphasis should be placed on quantifiable thresholds and standards, and on enforcement procedures. The Ordinance should specify acceptable noise levels for various types of development, require noise controls from mobile and point noise sources, and specify acceptable types of noise control devices or structures.

Figure 24 establishes standards for determining the compatibility of various land uses with different levels of ambient noise. Figure 24, in conjunction with the policies under Goal 23, should be considered when developing the updated Noise Ordinance.

PUBLIC WORKS AND ENGINEERING DESIGN STANDARDS

The Town's standards for road construction and infrastructure design ensure adequate emergency vehicle access to new development areas, reduce excessive maintenance costs, and minimize hazards

such as flooding and landslides within new development areas. Proposed changes to these standards are contained in the Planning and Development Chapter.

UNIFORM BUILDING CODE

The Town's adopted building code requires that new construction be designed and built in a manner which protects public safety. The code addresses protection from many of the hazards described in this chapter, particularly earthquakes, noise, and landslides. Through the state's Title 24 requirements, it also requires energy conservation.

GLOSSARY

ACRONYMS

ABAG	Association of Bay Area Governments
ACE	Altamont Commuter Express
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic (volumes)
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	Best Management Practices
CAC	California Administrative Code
CALTRANS	California Department of Transportation
CCCS	Central Contra Costa Sanitary District
CCCTA	Central Contra Costa Transit Agency (County Connection)
CCTA	Contra Costa Transportation Authority
CDBG	Community Development Block Grant

CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMP	Congestion Management Program
CTIP	Commercial Transportation Improvement Program (Fee)
db	Decibel
DRB	Design Review Board
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FAR	Floor Area Ratio
GHAD	Geologic Hazard Abatement Districts
GPA	General Plan Amendment

HCD	Housing and Community Development (State Department of)
HOV	High Occupancy Vehicle
HRC	Heritage Resource Commission
HUD	Housing and Urban Development (U.S. Department of)
LAFCO	Local Agency Formation Commission
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
NPS	National Park Service
NTMP	Neighborhood Traffic Management Program
PUD	Planned Unit Development
RTIP	Residential Transportation Improvement Program (Fee)
RWQCB	Regional Water Quality Control Board
SCC	Southern Contra Costa (Fee area)
SRVFPD	San Ramon Valley Fire Protection District
SRVUSD	San Ramon Valley Unified School District
SWAT	Southwest Area Transportation (Committee)
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TDR	Transfer of Development Rights
TIP	Transportation Improvement Fee
TSM	Transportation Systems Management
TVTC	Tri-Valley Transportation Council
UBC	Uniform Building Code
UGB	Urban Growth Boundary
v/c	Volume to Capacity (Ratio)
LOS	Level of Service

DEFINITIONS

Abatement

To reduce the degree or intensity of, or put an end to, an identified violation of a Town code. Abatements may result in the removal or modification of an illegal structure, termination of an illegal use of land, or other modifications or improvements to property or improvements necessary to bring the property into compliance with Town codes.

Accessory Unit

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Also called second unit or “granny flat.”

Acres (Gross)

The entire acreage of a site. All proposed streets internal to a project are also included in the calculation.

Acres (Net)

Portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: lands which are undevelopable due to geologic, topographic, and natural factors (e.g., creeks, flood plains, etc.). If the project requires land subdivision, very steep slopes may also be excluded.

Action Plan for Routes of Regional Significance

Action Plans set objective's for traffic conditions on key interjurisdictional transportation facilities. Each Action Plan establishes a process for the review of environmental documents and General Plan amendments, and represents a jurisdictionally initiated plan for managing traffic imports through regional cooperation.

Adaptive Re-use

A process through which an older building,

particularly one with historic value, is rehabilitated or adapted to meet current building codes and to respond to current market demand for commercial or residential space.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make the monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for rental housing including utilities and pays less than 35 percent of its GMI for for-sale housing.

Alquist-Priolo Act, Seismic Hazard Zone (also called "Special Study Zone")

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain development.

Ambient Noise

Background noise level that surrounds a listener.

Americans with Disabilities Act (ADA)

Federal legislation specifying provisions to be made in the design (or redesign) of buildings, parking, and outdoor areas to remove barriers for persons with disabilities.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Arterial, Major

Streets that provide intracity and some intercity mobility as efficiently and safely as possible. Generally, arterial streets also provide limited access to adjacent land uses. Major arterial streets provide two lanes of travel in each direction and

turn lanes at most intersections. Major intersections are typically controlled by signals, and in many locations turning movements are restricted by medians.

Arterial, Minor

Streets that provide intracity mobility and access as efficiently and safely as possible and to provide access to adjacent land uses. Minor arterials typically provide one lane of travel in each direction with turn lanes at major intersections. Many intersections are controlled by traffic signals, but stop sign control is also common, normally with stops on the minor cross-streets only.

Assessment District

A procedure to pay for capital improvements wherein bonds are sold and obligation for payment is shared by property owners within the district.

Association of Bay Area Governments (ABAG)

A voluntary consortium of cities and counties in nine Bay Area Counties formed to cooperate on common planning issues and solve common development problems.

Average Daily Trips (ADT)

The total volume of traffic on a roadway section during a 24-hour period, averaged over two or more days.

Basic Routes (Measure C)

All local roads not designated by the Town as "Routes of Regional Significance." Level of Service standards apply to all signalized intersections on Basic Routes.

Bay Area Air Quality Management District (BAAQMD)

Regional agency responsible for air quality planning in the Bay Area, monitoring air pollution levels, and setting and enforcing limits for stationary air pollution sources.

Benefit Reimbursement District

A procedure to pay for capital improvements wherein fees are collected from benefited properties.

Best Management Practices (BMP)

Programs, technologies, operating methods, or other measures that control, prevent, or reduce pollution.

Bicycle Routes – Class I, II, III

A means of classifying bicycle routes based on their design characteristics. Class I bicycle routes are fully separated from travel lanes or constructed outside of the street right-of-way. Class II bicycle routes are striped lanes within the curb-to-curb portion of the street. Class III bicycle routes are not separated from the vehicle lanes; bicycles share the travel lanes with vehicles.

Buffer

An area of land, vegetation, fencing, or screening separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Buildout

The future point at which all currently vacant land designated for development within a community is developed.

Business and Professional Offices (DBD Area 6)

The portion of the Downtown Area allowing a combination of commercial activity and business and professional offices.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to review proposed activities with consideration for environmental protection, and requiring the preparation of an Environmental Impact Report if the potential for a significant adverse impact exists.

California Integrated Waste Management Act (1989)

State legislation enacted in response to the need for diverting materials from landfills to preserve decreasing landfill capacity and natural resources; required cities and counties to divert 25 percent of solid waste from disposal by 1995 and 50 percent by January 1, 2000.

Capital Improvement Program

A capital improvement program is a multi-year budgeting plan that programs capital facilities for construction or acquisition.

Collector Street

A street intended to provide both mobility and access to adjoining land uses. These roadways move vehicular, pedestrian, and bicycle traffic within and between areas of the Town. As their name implies, collector streets are intended to collect traffic from local streets and channel it to the arterial street system. In Danville, collectors are classified as Major or Neighborhood. The former carry higher volumes of traffic than the latter.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HUD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan. Compliance by jurisdictions allows for increased gas tax funding.

Consistency

Free from variation or contradiction. State law requires that General Plans be internally consistent and consistent with implementation measures such as zoning.

Contra Costa Transportation Authority (CCTA)

County agency responsible for transportation planning and disbursement of funds collected through the Measure C-1988 half cent sales tax. The agency's policy-making body is a Board is made up of elected officials from the 18 cities and the county.

Corridor

Any major transportation route, including freeways, expressways, arterials, or transit lines; may also be used to describe land uses along these routes.

Creek/Stream

A creek or stream, as defined by California Code of Regulations, is a body of water that flows at least periodically or intermittently through a bed or channel having banks, and that supports fish or other aquatic wildlife. This includes water courses having a surface or subsurface flow that supports, or has supported, riparian vegetation.

Critical Facility

Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Day Care, Large-Family and Small-Family

A small-family day care center serves up to eight children, and under current state law may not be directly regulated by local land use controls. A large-family day care center serves nine to sixteen children and is subject to a limited range of land use regulation at the local level.

Decibel (dB)

A unit of measurement of the intensity of sound. The decibel scale is logarithmic, with each increase of ten decibels equaling ten times the intensity of sound.

Dedication

The turning over of private land for public use by an owner or developer. Dedications for roads, parks, school sites, or other public uses, and the dedication of encumbrances on private property, such as a scenic easement, often are made conditions for approval of a development.

Dedication (In lieu of)

Cash payments which may be required of an owner or developer as a substitute for a dedication of land or actual on-site physical improvements, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density (Residential)

The number of permanent primary residential dwelling units per gross acre of land. Densities specified in the General Plan are expressed in units per gross acre. Allowable density often serves as the major distinction between residential districts.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum allowed by zoning, usually in exchange for the provision or preservation of an amenity at the same site or another location and/or in exchange for providing affordable housing or housing to seniors or to the handicapped.

Density Transfer

A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas.

Design Guidelines

Provisions guiding the design of buildings which are not mandatory but which may be used by Staff, the Design Review Board (DRB), the Planning Commission, and the Town Council in reaching decisions regarding approval of projects.

Design Review

A process used to administer regulations and guidelines for the exterior design of structures and associated site design and landscaping which ensure that such structures and developments are suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of the surrounding area.

Detention

The temporary storage of stormwater overflow, usually in a pond.

Development

The physical extension and/or construction of urban land uses. Development activities include, but are not limited to, subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; and clearing of natural vegetative cover for non-agricultural purposes.

Development Plan

The development plan review process is utilized to promote quality architectural design, good site relationships, attractive landscaping, and other aesthetic considerations of development in the Town. Development plans are processed for new office, commercial, and industrial projects and for multiple family residential developments and scenic hillside and major ridgeline developments. This review is also utilized for single family residential developments utilizing the Planned Unit Development process.

Development Review Process

The Town's process for reviewing and taking action to approve or deny any private or public request for development within the Town. The Development Review Process in Danville typically includes the review by Town staff for consistency of a development request with adopted Town goals, policies, ordinances and guidelines, the consultation with other concerned agencies, review by the Town's Design Review Board, and review by the Town's Planning Commission and/or Heritage Resource Commission.

Dougherty Valley Settlement Agreement

A legal, binding agreement reached between the Dougherty Valley developers, Contra Costa County, the City of San Ramon, and the Town of Danville establishing a series of performance standards, fees, and other mitigation measures in conjunction with the approval by Contra Costa County of a General Plan Amendment allowing development in the Dougherty Valley.

Downtown

As defined in this General Plan, Downtown refers to the portion of Danville identified by the "Downtown" Land Use designation on Figure 5.

Drought-tolerant Landscaping

An ornamental landscape that minimizes wa-

ter requirements and consumption through plant selection, design, installation, and management.

Duets

A detached building designed for occupation as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

Duplex

A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A building or portion of a building designed as the residence of one family.

Easement

The right to use property owned by another for specific purposes, such as access to another piece of property, conveyance of stormwater, transmission of gas or electricity or other utilities, or conservation of natural features.

Endangered Species

A species of animal or plant identified by the federal government whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Conservation

A means of reducing the amount of energy used by consumers.

Environmental Impact Report (EIR)

An informational document which provides public agencies and the public in general with detailed information about the effects a proposed project is likely to have on the environment, ways in which these effects may be minimized, and alternatives to the proposed project.

Environmental Review

Process through which a jurisdiction evaluates a project for its potential impacts on the environment; used to determine whether an EIR is required.

Erosion

The wearing away of the soil mantle by running water, wind, or geologic forces.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication).

Fair Share

The equitable assignment of a regional need, such as affordable housing, to the individual local governments within that region. Typically used by the Association of Bay Area Governments to assign affordable housing responsibilities to Bay Area cities and counties, but also used with regard to hazardous materials and special needs housing.

Feasible

Capable of being done, executed, or managed successfully.

Federal Emergency Management Agency (FEMA)

Federal agency responsible for disaster response and assistance in post-disaster recovery.

Financially Constrained Network

One of several scenarios for the future roadway system in the Tri-Valley area used to test the effect of future population and employment growth on local traffic conditions. This particular scenario presumes the most limited number of roadway improvements due to financial constraints. It thereby provides a conservative (i.e., worst case) forecast of traffic congestion.

Flood, 100-Year

The magnitude of a flood expected to occur on the average of once every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year. The area impacted by runoff from this event is known as the 100-year flood plain.

Flood Control

Any of a number of structural or non-structural measures designed to divert or contain floodwaters and prevent flooding.

Flood Insurance Rate Map (FIRM)

The official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to the community.

Floor Area Ratio (FAR)

The maximum gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, an FAR of 0.8 would allow 8,000 sq. ft. of floor area and an FAR of 0.5 would allow 5,000 sq. ft.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators. Major streets cross at a separate grade level.

Gateway Constraint

A factor used in the forecasting of future traffic conditions which takes into consideration the "bottleneck" effect of Interstates 580 and 680 on the total number of vehicles that can enter and leave the Tri-Valley region during the peak hour.

General Plan

A compendium of local policies regarding long-

term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Town, or Board of Supervisors.

General Plan Amendment Study (GPA Study)

A study of the benefits, liabilities, probable effects, and mitigation measures that would be required in the event the General Plan were amended for a particular site or subarea. A GPA Study is typically prepared following the submittal of a formal request to the Town Council for authorization to prepare a GPA Study. A GPA Study may be initiated by the Town.

Geologic Hazard Abatement Districts (GHAD)

An independent district authorized by the Beverly Act of 1979 of the State of California. The purpose of this district is to provide an organization for repair of land movements and preventive maintenance to increase land stability.

Geologic Review

The analysis of geologic hazards accompanying a development application, addressing all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, as well as non-seismic hazards such as erosion and sedimentation.

Goals

Goals are broad statements of direction leading toward a desired end state or vision.

Grading Ordinance

Locally adopted ordinance that regulates grading activities and ensures that erosion, aesthetic, and drainage considerations are taken into account when grading is permitted.

Ground Failure

Ground movement or rupture caused by strong

shaking during an earthquake. Includes landslides, lateral spreading, liquefaction, and subsidence.

Growth Management Element

General Plan element required of all Contra Costa County jurisdictions under Measure C – 1988; identifies performance standards for roads and essential public services, and contains policies which ensure that development pays its way and mitigates its impacts.

Habitat

The place or type of site where a plant or animal naturally or normally lives and grows.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Occupancy Vehicle (HOV)

Any vehicle other than a single passenger automobile (e.g., a vanpool, a bus, or two or more persons to a car).

High Occupancy Vehicle (HOV) Lane

A traffic lane reserved for vehicles which contain two or more (and in some cases three or more) persons.

Historic; Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods, often with local gov-

ernment guidance or assistance.

Home Occupation

An activity customarily conducted entirely within a residential dwelling, by a person residing in the dwelling unit, which is clearly a secondary and incidental of such dwelling as a residence.

Horizon Year

The final year of the period addressed by the General Plan, in this case Year 2010.

Household

All those persons—related or unrelated—who occupy a single housing unit.

Housing Element

The state-mandated portion of the General Plan that addresses housing needs in the community and the policies and programs to meet these needs. The Element appears under separate cover and is subject to HCD review and certification.

Impact

The effect of any direct, man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

An action, procedure, program or technique that involves the carrying out of policies.

Intergovernmental Coordination

The process of working together harmoniously with other effected, interested, or responsible public organizations, agencies, or special districts in an

attempt to address any of the groups concerns and to further mutual goals.

In-lieu Fee

See dedication, in lieu of

Incentive

A reward or bonus offered by a City or Town to encourage the private sector to take an action that would be less likely otherwise.

Inclusionary Housing

Housing that is built as a result of local regulations that require a minimum percentage of all units in developments exceeding a certain size to be affordable to very low, low or moderate income households.

Infill

Development of individual vacant lots or left-over vacant properties within areas that are already developed.

Infrastructure

Capital facilities (usually publicly owned) which provide for transportation and utility services. Infrastructure includes streets, highways, water lines, and storm and sanitary sewer lines.

Interpolation

A means of estimating a statistic for a given year by pro-rating known statistics for points before and after that year. In other words, if traffic on a roadway was 15,000 vehicles per day in 1990 and 20,000 vehicles in 1995, one can interpolate to estimate that there were 17,000 vehicles per day in 1992.

Land Use Map

A map illustrating, in general terms, the permitted land uses within various geographic areas of the Town.

Land Use Permit

A permit that allows the use of land or occupancy of a structure for a particular purpose subject to limitations or conditions of approval determined through the development review process.

Landscaping

Planting—including trees, shrubs, and ground covers—suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landsliding

The downslope movement of rock, soil, and debris; usually induced by heavy rain or seismic activity.

Level of Service (Transportation)

Level of Service (LOS) is a qualitative measurement of the degree of congestion of a roadway. LOS is described by a letter scale from A to F. "A" represents the best service and "F" represents the worst service. Definitions are as follows:

- **Level of Service A** – Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- **Level of Service B** – Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- **Level of Service C** – Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- **Level of Service D** – Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- **Level of Service E** – Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not

uncommon in cities at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

- **Level of Service F** – Describes unsatisfactory stop-and-go traffic characterized by “traffic jams” and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and “upstream” intersections may be blocked by the long queues.

Link

A particular segment in the regional roadway network, usually defined on each end by intersections with other segments of the roadway network.

Liquefaction

The transformation of soil from a solid to a liquid state, often because of ground shaking during an earthquake.

Local Agency Formation Commission (LAFCO)

A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street

Primarily low-speed roadways that provide direct access to land uses and channel traffic to collector streets. Local streets serve all types of land uses, including residential and commercial uses, as well as parks and recreation spaces. Local streets accommodate one traffic lane in each direction and typically are provided in narrower rights-of-way than the larger volume streets. Local streets include both through streets, loop streets, cul-de-sacs, alleyways, and other smaller access roads.

Major Ridgeline

The crest of a range of hills which is prominently visible from a substantial land area in or around the Town of Danville or from major vehicular corridors. Major Ridgeline areas within the Town are subject to special development restrictions (as specified within the Town's Scenic Hillside and Major Ridgeline Development Ordinance), and are graphically depicted on Figure 9 of the Danville 2010 General Plan.

Major Subdivision

Division of land into five or more parcels.

Market-rate Housing

Housing which is offered for rent or sale at fair market value without any consideration of standards for determining affordability.

Measure “C”-1988

Voter-approved initiative in Contra Costa County establishing a half-cent sales tax, the proceeds of which are used to develop and improve transportation facilities in the County. Local jurisdictions must develop and comply with Growth Management Element in their General Plans to be eligible for Measure “C” funds.

Median Household Income

Household income figures, adjusted for family size, published annually by the U.S. Department of Housing and Urban Development (HUD). These income figures are calculated for each statistical metropolitan statistical area (for Danville the figures pertain to the Oakland Primary Metropolitan Statistical Area). Household income groupings are determined based on the area's published median household income. Very low income households have income levels of less than 50% of the area's median income. Low income households have income levels between 50% and 72% of the area's median income. Moderate income households have income levels between 72% and 120% of the area's median income.

Metropolitan Transportation Commission (MTC)

The regional transportation agency for the Bay Area; responsible for long-range transportation and mass transit planning, road funding, traffic and transportation models, and traffic projections.

Minimize

To reduce or lessen, but not necessarily to eliminate.

Minimum Density Requirements

Land use regulations which allow development only if the proposed density will be greater than a specific number of units per acre.

Minor Subdivision

Division of land into four parcels or less.

Mitigated Negative Declaration

A determination that a project could have significant environmental impacts, but that these impacts can be reduced to less than significant levels if the project is modified to include specific mitigation measures.

Mitigation

To ameliorate, alleviate, or avoid to the extent reasonably feasible. According to CEQA, mitigation includes: (a) not taking a certain action or parts of an action; (b) limiting the degree or magnitude of an action; (c) repairing, rehabilitating, or restoring the environment affected; (d) preserving and maintaining operations during the life of an action; and (e) replacing or providing substitute resources.

Mitigation Banking

An action (or series of actions) with comprehensive, long-term environmental benefits taken by a developer or local agency *prior to* undertaking a series of future projects which will have environmental impacts. The developer or local agency is credited for providing mitigation in advance of the

projects. Mitigation banking promotes comprehensive solutions to environmental impacts rather than piecemeal, project-by-project measures.

Mixed Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobility

The ability to move freely and easily from place to place.

Mode Split

A term used for in traffic forecasting to allocate the total number of trips made in a given period of time to the various modes of transportation, such as autos, buses, and bicycles.

Natural Communities

The unique environmental conditions associated with certain combinations of soil, water resources, sunlight, and topography, generally described in terms of the prevailing vegetation types.

National Register of Historic Places

The official federal list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Noise

A sound of any kind, especially one which is loud, unwanted, or disagreeable.

Noise Compatibility

The relationship between land uses and ambient noise levels; residential uses are considered to

be less compatible with high noise environments than industrial uses.

Noise Contour

A line indicated on a map that connects points of equal noise level exposure.

Noise Ordinance

Locally adopted legislation that regulates noise-producing activities such as leafblowing, commercial operations, and special events.

Nonresidential

Any of a broad category of land uses which do not contain housing; includes commercial, industrial, public, and institutional uses, among others.

Notice of Nonrenewal

A statement of intent by the owner of a property under Williamson Act contract which indicates that the owner does not intend to renew the property's agricultural preserve contract at the end of its 10-year term. From the time a Notice of Nonrenewal is filed, the land cannot be converted to other uses for ten years, unless cancellation of the contract is authorized by the jurisdiction party to the contract. During this period, taxes are gradually increased until they reflect full market value.

NTMP (Neighborhood Traffic Management Program)

The Town's NTMP is a program to promote the safety and livability of Danville neighborhoods through a community based approach to traffic calming designed to educate and empower neighborhoods with tools to evaluate, develop, and implement traffic management solutions.

Off-peak

Generally refers to the periods before and after the morning and evening commute hours, typically 9 AM to 3 PM and 7 PM to 6 AM.

Off-street Parking

Parking that is provided outside of the right-of-way of a public street, typically in a surface parking lot or parking structure.

Old Town Mixed Use (DBD Area 3)

The portion of the Downtown Area containing a wide range of uses that are consistent and compatible with the pedestrian orientation of the intensely developed central core area while allowing a blend of the allowable uses in the Old Town Retail area (DBD Area 1), the Old Town Retail Transition area (DBD Area 2) and the Business and Professional Office area (DBD Area 6).

Old Town Retail (DBD Area 1)

The intensely developed central core area of the Downtown Area, containing retail, service / commercial or service office businesses where merchandise is stored on-site and all transactions and / or services occur entirely within an enclosed building.

Old Town Retail Transition (DBD Area 2)

The transition and buffer area of the Downtown Area situated between the more intensely developed Old Town Retail area (DBD Area 1) and areas designated for mixed use and commercial development. This area incorporates retail uses which require larger amounts of storage and staging areas as well as service commercial uses which provide access to both the pedestrian and automobile users.

On-street Parking

Parking that is provided within the right-of-way of a public street, typically in designated parallel or diagonally striped spaces adjacent to moving traffic lanes.

Open Space

Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (a) the preservation

of natural resources, including visual resources; (b) the managed production of resources; (c) outdoor recreation; or (d) public health and safety.

Other Residential Unit

For the purposes of this General Plan, includes any housing unit other than a single family detached or attached home, or a multi-family dwelling. Includes mobile or manufactured homes, residential care facilities, cottage clusters, group homes, and second units.

Passive Open Space

Open space that is set aside for the purpose of resource conservation, protection of public safety, or visual enjoyment rather than active recreation.

Patio Unit

A detached single family unit typically situated on a reduced size lot, which orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Pedestrian-oriented

Form of development characterized by sidewalks, zero front and side yard setbacks, buildings of varied architectural styles, street-facing window displays, an absence of front yard parking, and benches and other amenities that make the street environment inviting for pedestrians.

Peak Hour/Peak Period

For any given roadway, the daily (or twice daily) period during which the highest number of trips occur during a single hour in the day, usually occurring in the morning and evening commute periods.

Performance Standards (Non-Transportation Facilities)

Standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated into the General Plan Growth Management Element. For

the purposes of the Growth Management Element, performance standards for non-transportation facilities are an objective measurement of the ability to provide a particular service to the community, either by the Town or by a Special District or Utility.

Planned Unit Development (PUD)

A development approach which allows flexible development standards which are created and implemented on a project-by-project and site-by-site basis, based on the opportunities and constraints of a specific project and site. This development approach may allow for the retention of a greater portion of the land as open space and create more flexible project designs than would not otherwise be permitted by conventional zoning.

Planning Area

The term "Planning Area" is used in two ways in this General Plan. At the Townwide level, it describes the total area addressed by the General Plan, including all land within the Town limits and potentially annexable areas. The term is also used to describe subareas within the Town which are identifiable based on natural and manmade boundaries such as creeks or roadways, and shared features or neighborhood traits.

PM 10

Particulate matter less than 10 microns in diameter; includes a wide range of solid and liquid inhalable particles, including smoke, dust, metallic oxides, and aerosols.

Policy

A specific statement or principle of guiding actions which implies clear commitment and which the Town will follow to achieve its goals.

Pollutants

Any introduced gas, liquid, or solid that makes a resource unfit for specific purposes.

Productive Resource

A natural resource that can potentially be utilized for human benefit, such as prime agricultural soils, timber, sand and gravel deposits, and mineral deposits.

Programs

Specific actions that the Town, either alone or in coordination with other entities, will try to undertake to implement the plan.

Public Private Partnership

A merging of public and private resources to achieve an end result or product that would be difficult to achieve through public or private activity alone. May refer to the delivery of services, such as child care, or to the construction of buildings, such as cultural facilities.

Queue Length

The extent to which vehicles must wait in line before passing through an intersection.

Reclaimed Water

Highly treated wastewater effluent with the potential to be reused or recycled for irrigation, landscaping, and similar applications.

Recreation, Passive and Active

Passive recreation refers to activities such as hiking, fishing, and walking which require minimal facilities and improvements. Active recreation refer to activities such as pool swimming, soccer, basketball, and tennis, which require specific facilities and/or regularly-maintained lawn, field, or court areas.

Redevelopment

A tool authorized by the California Health and Safety Code for eliminating physical and economic blight and an aide to realizing general plan objectives for more beneficial uses of land. Under State law, the growth in property taxes collected within a designated redevelopment project area may be

assigned to a Redevelopment Agency to fund activities related to blight removal.

Regional Water Quality Control Board (RWQCB)

The regional agency responsible for implementing state and federal Clean Water Acts. Defines beneficial use of Bay waters, sets and enforces water quality and discharge standards, and formulates plans and strategies to improve water quality.

Resident Serving Commercial (DBD Area 4)

The portion of the Downtown Area providing a wide range of services for the convenience of residents and the general community. A sub-set of the uses allowed in this area includes those uses which are not compatible with uses in the Old Town Retail area (DBD Area 1) or the Old Town Retail Transition area (DBD Area 2).

Retention/Detention Ponds

Typically an earthen basin designed to hold back storm water run-off from entering downstream drainage facilities during storms. Retention/detention basins are designed to release storm water run-off slowly, decreasing the flow of the storm water peak run-off during a storm event.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-way

The strip of land over which certain transportation and public facilities are built, including roads, railroads, and utility lines.

Riparian Corridor/ Riparian Habitat

The wooded area along the banks of a stream or creek; pertaining to areas adjacent to streams that support natural vegetation and wildlife.

Route of Regional Significance

Routes of regional significance are defined as roads which may: (1) Connect two or more "regions" of the County; (2) Cross county boundaries; (3) Carry a significant amount of traffic; or, (4) Provide access to a regional highway or transit facility. Regional routes are designated by the Contra Costa Transportation Authority's Regional subcommittees and are ultimately approved by the CCTA. These roads are subject to the Traffic Service Objectives and actions to achieve those objectives included in the Action Plans for Routes of Regional Significance.

Scenic Hillside

Elevated land formations within the Town with unique visual character. Scenic Hillside areas within the Town are subject to special development restrictions (as specified within the Town's Scenic Hillside and Major Ridgeline Development Ordinance), and are graphically depicted on Figure 9 of the Danville 2010 General Plan.

Scenic Route

A highway, road, or drive that, in addition to its transportation function, provides opportunities for the enjoyment of scenic resources, views, and access to areas of exceptional beauty or historical interest.

Second Dwelling Unit

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Also called accessory unit, or "granny flat".

Sedimentation

The act or process of depositing material that settles to the bottom of any stream, creek, or body of water.

Semi-Public

A land use designation contained within the

Danville 2010 General Plan which allows the use of land for general community related activities, such as schools, libraries, and churches.

Senior Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, and restricted to occupancy by persons 62 years or older.

Sensitive Receptor

Used in noise analyses to describe any land use that is susceptible to the effects of loud noise, including hospitals, nursing homes, schools, child care facilities, and residential areas.

Setback

The horizontal distance between the property line and any on-site structure.

Shall

That which is obligatory or necessary.

Should

Signifies a directive to be honored in the absence of significant countervailing considerations.

Signage

General term referring to public and private signs and their design attributes.

Significant Impact (also Significant Adverse Impact)

A detrimental impact on the environment; may include impacts on air, water, or land resources, among others.

Single Family

A dwelling unit intended for occupancy by one family which may be independent from any other structure or which may share common walls with an adjoining structure.

Single Family Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. Most commonly used to refer to townhomes, duplexes, and cluster homes.

Single Family Detached

A dwelling unit occupied or intended for occupancy by one household that is structurally independent from any other such dwelling unit.

Single Occupant Vehicle

A private automobile containing a driver and no passengers.

Solar Access

The provision of direct sunlight to an area specified for solar energy collection.

Source Reduction

Minimizing the quantity of total waste generated by reducing the use of non-recyclable material; replacing disposables and products with reusable materials, reducing packaging, reducing the amount of organic wastes generated, purchasing repairable items, and by using products and materials more efficiently.

Source Reduction and Recycling Element

Locally adopted plan required by the State which describes how the jurisdiction will reduce its solid waste disposal by 25 percent by 1995 and 50 percent by 2000; prepared in accordance with regulations established by the California Integrated Waste Management Board.

Southwest Contra Costa Transportation Advisory Committee (SWAT)

SWAT is a regional sub-committee of the CCTA that addresses transportation issues in southwestern Contra Costa County. SWAT is established through a Joint Powers Agreement between

Danville, San Ramon, Lafayette, Orinda, and Moraga, and Contra Costa County.

Special Concern Area

Specific geographic areas in the Town which, because of unique issues and the potential for change in the future, are the focus of detailed discussion and area-specific policies within the General Plan.

Special Status Species

Any plant or animal species identified by the State or federal governments as rare, endangered, or threatened; such species require protection and conservation due to their rarity, scarcity, or danger of extinction.

Special Study Zone

See Alquist-Priolo Act

Specialty Retail

Uses intended to serve a variety of consumers with no major anchor tenant, but featuring restaurants, boutiques, artisan shops, and specialty food shops (many of which have no connection with national chains). Buildings are typically single-level and clustered around pedestrian amenities.

Species of Special Concern

An animal species considered by the State to be limited in distribution and potentially threatened but not officially listed as endangered.

Specific Plan

A regulatory document used to implement the general plan in a specific geographic area. A specific plan contains more detailed development standards than the general plan and includes provisions for transportation, infrastructure, and financing for the area that it covers.

Sphere of Influence

A boundary established by LAFCO that encom-

passes all land in the Town limits plus land in the unincorporated area which could ultimately become part of the Town through annexation.

Standards

(a) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out objectives, principles, "standards," and proposals. (b) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, and landscaping.

Standard Plan

The requirements established by the Town for the design of subdivision improvements such as curb height, street width, and turning radii.

State Historic Buildings Code

Allows alternative methods of construction which are less costly and intrusive than those required under conventional building codes. Typically applied as an incentive to facilitate the preservation of historic buildings.

Storm Drain

A device used to capture stormwater runoff, usually from streets or other non-permeable surfaces, and transport it via pipes to ditches, creeks, channels, and other drainage courses.

Stormwater Pollution Control Program

A multi-faceted locally-implemented program mandated by the state and federal clean water acts to improve the quality of urban runoff. The program includes public education and information, design and monitoring requirements, and other measures which ensure that runoff from streets, parking lots, and other urban areas does not adversely affect surface waters, and that potential water pollutants are disposed of properly.

Street Furniture

Those features associated with a street that are intended to enhance the street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Street Trees

Trees planted in medians or along sidewalks in the public right-of-way that are intended to enhance the visual quality of a street, provide shade, absorb pollutants and noise, and provide habitat for urban wildlife.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act

Division 2 (Sections 66410 et seq) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions.

Subsidence

The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes.

Sustainable Habitat

Soil, vegetation, surface water, and land use that is managed in a manner which supports native plant and animal life with minimal human intervention.

Tax Increment

The additional tax revenues that result from

increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes, but requires at least 20 percent to be used to increase and improve the community's supply of affordable housing.

Threatened Species

A plant or animal species which is likely to become endangered in the foreseeable future, as established by federal and State laws.

Townhouse; Townhome

A one-family dwelling in a building group in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association.

Telecommuting

Using computers, telephones, modems, fax machines, and other telecommunications devices to connect to a workplace from a remote location (such as home) rather than physically being in that workplace.

Through-traffic

Traffic with both origins and destinations outside a particular area of reference, such as a city or neighborhood.

Title 24

Regulations adopted in 1977 by the California Energy Commission; contains prescriptive standards for wall, ceiling, and floor insulation, vapor barriers, glazing, infiltration, climate control systems, and water heating equipment.

Traffic Calming

Refers to roadway design features that are permanent, physical changes to streets intended to slow traffic and/or reduce volumes.

Transfer of Development Rights (TDR)

Program in which a landowner's development rights are relocated from a site where development is considered undesirable (due to environmental impacts) to another site chosen based on its ability to accommodate more development.

Transit-oriented Development

Form of development which maximizes investment in transit infrastructure by concentrating the most intense types of development (high density housing, employment and shopping centers, etc.) along transit lines; development in such areas is designed to make transit use as convenient as possible.

Trip Reduction

An approach to reducing traffic congestion which minimizes the necessity of driving alone.

Transportation Control Measures (TCMs)

A series of specific, transportation-related strategies recommended by the Bay Area Air Quality Management District to reduce vehicle travel and auto-dependency, thereby reducing the degradation of regional air quality.

Transportation Demand Management (TDM) or Transportation Systems Management (TSM)

Terms used to describe a variety of measures which influence driver behavior or encourage more efficient use of transportation infrastructure. May include physical changes such as signal timing and carpool lanes, and programmatic measures, such as company vanpools, transit vouchers, and carpool matching programs.

Tri-Valley Region

The communities of Danville, San Ramon,

Dublin, Pleasanton, and Livermore, as well as the adjoining unincorporated areas within Contra Costa and Alameda Counties. The three valleys are the San Ramon, Livermore, and Amador Valleys.

Tri-Valley Regional Planning Strategy

A collaborative planning study completed in 1996 by the Town of Danville, the cities of San Ramon, Dublin, Pleasanton, and Livermore, and the counties of Alameda and Contra Costa, in conjunction with the Association of Bay Area Governments. The study includes policies and programs addressing land use, transportation, housing, economic, open space, and natural resource issues which cross jurisdictional lines in the Tri-Valley area.

Tri-Valley Transportation Model (or “Model”)

A computerized forecasting tool used to project future traffic conditions based on assumptions about land use and socio-economic changes, driver behavior, and future transportation improvements.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin—often from home, but not always), and one “attraction end” (destination).

Trip Generation

The dynamics that account for people making trips in automobiles or by public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system.

Underutilized Parcel

Land which is not being used to its full potential and which could potentially be redeveloped with a more economically productive use.

Uniform Building Code (UBC)

A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code (UHC)

State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities or towns; addresses the location, mass, and design of various components of the environment, including buildings, landscaping, and streets.

Urban Growth Boundary (UGB)

A boundary delineating the ultimate extent of a jurisdiction’s development area, thereby defining the area within which development entitlement requests may be considered. Land “outside” the UGB is intended to remain in open space, agricultural, or rural residential use; land “inside” the UGB may also remain in open space or may be developed, depending on site-specific conditions and general plan designations.

Urban Limit Line

A boundary line adopted by Contra Costa County in response to a voter initiative limiting the ultimate urbanized area of the County to more than 35 percent of its total land area. The Urban Limit Line is established through the County General Plan. Land outside the line is generally designated for open space, agricultural, or rural residential uses.

Urban Runoff

Rain which falls in a developed area, which cannot absorb in the soil due to extensive impervious surfaces. Urban run-off drains into storm

drain systems and ultimately into creeks and rivers. The disposition of urban run-off is often of concern due to pollutants picked-up by the water as it runs through urban areas.

Urban Services

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban Sprawl

The gradual spreading of urban dwellings, businesses, and industry to the relatively unexploited land adjoining the urban area. Urban sprawl is usually seen as growth extending outward in a haphazard, disordered fashion.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Town's zoning ordinance and General Plan land use designations.

Vacant

Used to describe housing or commercial buildings which are not occupied, or land which is not being put to use.

Variance

A permit that allows deviation from the strict application of zoning district development standards (e.g., minimum setbacks, height restrictions and parking restrictions). The variance permit process is designed to permit minor adjustments to the zoning regulations when there are special or extraordinary circumstances applying to a parcel of land or a building that prevent the property from being used to the extent intended by zoning.

Vehicle Miles Traveled

The total number of miles traveled by all vehicles during a given period of time. This measurement is used to gauge changes in the average number and length of trips made in a community.

Vertical Integration

The mixing of one land use over another in a building of two stories or more, for example residential units over a retail store.

Volume/Capacity Ratio (V/C)

V/C ratio is a quantitative estimate of the ratio of traffic volumes on a street segment (or intersection) divided by its capacity. The V/C ratio can be calculated for either present or future conditions. V/C ratios can be translated into level of service (LOS) standards. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

Wetland

Wetlands, as defined by the Army Corps of Engineers, are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Williamson Act

Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and slow its conversion to urban uses. Landowners are offered reduced property tax assessments if they agree to not develop their land for ten years. The lowered assessments are based on the agricultural use of the land rather than its market value.

Zero Lot Line

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone “A”

Term used by FEMA to indicate those areas subject to inundation by a 100-year flood.

Zone “B” (FEMA)

Term used by FEMA to indicate those areas subject to inundation between the limits of the 100-year flood and the 500-year flood.

Zone “C” (FEMA)

Term used by FEMA to indicate areas of minimal flooding.

Zoning

The division of a city or town by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Incentive

The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open space, provision for affordable housing, or plans for public plazas and courts at ground level—are included in a project.

Zoning Map

Map which depicts the division of the Town into districts or “zones” in which different uses are allowed and different building and lot size restrictions apply.

Zoning Ordinance

A set of land use regulations enacted by the Town to create districts which permit certain land uses and prohibit others. Land uses in each district are regulated according to type, density, height, and the coverage of buildings.

U.C. BERKELEY LIBRARIES



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